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COVINGTON & BURLING

1201 PENNSYLVANIA AVENUE, N. W.

P.O. BOX 7566

WASHINGTON, D.C. 20044-7566

(202) 662-6000

TELEFAX: (202) 662-6291

TELEX: 89-593 (COVLING WSH)

CABLE: COVLING

K

88200

LECONFIELD HOUSE
CURZON STREET
LONDON W1Y 8AS
ENGLAND

TELEPHONE: 44-171-495-5655
TELEFAX: 44-171-495-3101

BRUSSELS CORRESPONDENT OFFICE
44 AVENUE DES ARTS
BRUSSELS 1040 BELGIUM
TELEPHONE: 32-2-512-9890
TELEFAX: 32-2-502-1598

J. MICHAEL HEMMER

DIRECT DIAL NUMBER
(202) 662-5578

DIRECT TELEFAX NUMBER
(202) 778-5578

INTERNET ADDRESS
MHEMMER@COV.COM

December 10, 1996

HAND DELIVERY

Ms. Elaine K. Kaiser
Chief, Section of Environmental Analysis
Surface Transportation Board
Room 3219
12th and Constitution Avenue, N. W.
Washington, D.C. 20423



Re: Union Pacific/Southern Pacific
Control Proceeding (F.D. 32760)

Dear Ms. Kaiser:

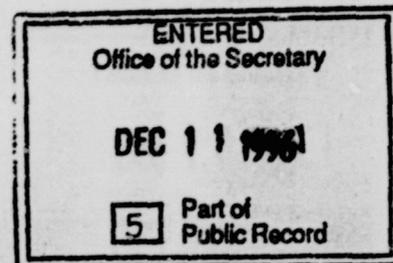
This letter responds to your letter dated November 8, 1996 to William E. Wimmer requesting information on UP/SP operations in the Wichita area and your letter dated November 14, 1996 to me requesting similar information regarding the Reno area. The responses to your questions are contained in two enclosed verified statements, the first submitted by C. L. Anderson and R. N. Naro and the second by W. E. Wimmer. I previously transmitted copies of valuation maps and signal diagrams for the SP tracks through Reno.

Please contact me if we can provide additional useful information.

Sincerely,

J. Michael Hemmer

Enclosure



JOINT VERIFIED STATEMENT

OF

C. L. ANDERSON AND R. M. NARO

Clyde Anderson and Ron Naro jointly submit this verified statement to respond to questions posed by the Section of Environmental Analysis in letters dated November 8, 1996 ("Wichita Letter") and November 14, 1996 ("Reno Letter") regarding the potential effects of the UP/SP merger in the areas of Wichita, Kansas, and Reno, Nevada.

Clyde Anderson is Senior Project Manager-Transportation Research at Union Pacific Railroad Company, 1416 Dodge Street, Omaha, Nebraska. He had principal responsibility for preparing Attachments 13-5 and 13-6 to the UP/SP Operating Plan, which appear in UP/SP-24 at pages 376-86. These attachments show the number of trains the UP/SP system expects to operate over various UP and SP line segments as a merged railroad system. Ron Naro is Director of Merger Implementation at UP. He served as Team Leader of the joint UP/SP transportation planning group that developed the UP/SP transportation plan described in the Operating Plan. Both Mr. Anderson and Mr. Naro are familiar with current UP/SP planning for merger implementation.

The UP/SP Operating Plan remains the best available prediction of UP/SP operations and services in a normal year after merger implementation. The Operating Plan was designed to present a realistic picture of UP/SP operations after implementation of the merger based on data then available to UP and SP. Although the transportation marketplace continues to evolve, and UP/SP conducts continual reassessments of its operating plans, the information presented in the Operating Plan remains accurate in its portrayal of post-merger operations through Wichita and Reno in a normal year after the capital investments discussed in the Operating Plan have been made. In this statement, we will update the information in the Operating Plan in order to reflect recent UP/SP thinking about the timing and nature of changes in operations through those areas.

We will respond to six of SEA's questions that are in our areas of expertise. We understand that Mr. Wimmer will answer questions on which he is better qualified to respond in a separate statement.

Wichita Letter Questions 1, 2 and 5:

Question No. 1: *The number, length, and type of through freight trains that UP plans to operate in Wichita annually for each of the next five years.*

The UP/SP Operating Plan projected that UP/SP would increase train frequencies through Wichita by creating a Kansas City Bypass route between Topeka, Kansas, and Ft. Worth, Texas (UP/SP-24, pp. 54-59). UP/SP plans to spend approximately \$91.5 million to upgrade and expand capacity on this route so that it can handle

more trains. Some of the trains would be loaded and empty unit coal trains operating between the Powder River Basin in Wyoming and points in Texas served via Ft. Worth. In addition, UP/SP plans to improve manifest service for shippers in Wichita by operating an expedited Oklahoma City - Kansas City manifest train that will serve Wichita and by creating a mini-hub for manifest traffic at Herington, Kansas, which will improve transit times on traffic to and from the Wichita area.

Except for mitigation-related improvements in the Wichita area, UP/SP does not expect to begin upgrading the Kansas City Bypass route until at least its fiscal year 1999, the third year of merger implementation. This means that UP/SP does not expect to increase train operations through Wichita before the latter part of that fiscal year or perhaps later.

The predictions in the Operating Plan for train traffic through Wichita, once the upgrade work is complete, remain generally accurate, with one exception. UP/SP recently has been successful in bidding for the contract to carry coal to a Houston utility, which would be routed via Wichita. According, UP/SP expects to increase average daily through train operations on the former Oklahoma-Kansas-Texas line through Wichita to approximately 12.5 trains per day both north and south of Wichita. The following chart shows post-merger through trains, their length and their type for a normal year after merger implementation.

TRAIN	FREQUENCY	TYPE	LENGTH IN FEET
FWHN	Daily	Manifest	2517
FWWT	Daily	Manifest	2248 (south of UP Wichita yard only)
KCWT	Six times weekly	Manifest	4205 (north of UP Wichita yard only)
OKKC	Five-six times weekly	Manifest	1055 (south of UP Wichita yard) 4023 (north of UP Wichita yard)
WTFW	Daily	Manifest	4237 (south of UP Wichita yard only)
OWTCK/OWTKC	Twice weekly in each direction	Unit gravel train	4012 (south of Dolese Cement only)

TRAIN	FREQUENCY	TYPE	LENGTH IN FEET
Unit coal trains to/from Texas utilities	Approximately 43.4 trains per week	Unit coal trains and empty returns	7725
Unit grain trains to/from Texas ports	Approximately 11.2 trains per week north of Wichita yard; 14.7 per week south of Wichita yard	Unit grain trains and empty returns	5789 or less

UP/SP will also operate local trains handling some through traffic on the Wichita-Lost Springs segment.

As this chart shows, the increased train traffic would include an average of 6.2 unit coal trains per day, including the Houston utility coal trains. It is important to recognize that this is a predicted average. Actual operations would change from day to day and as utilities adjust their demand for coal to reflect heating and cooling requirements and stockpile conditions. In recent weeks, UP/SP has evaluated whether it would operate unit coal trains through Wichita of up to 135 cars using distributed power, in which locomotives are placed at more than one location in the train. Such operations are now constrained by track capacity at mines and utilities, but these constraints may be removed by 1999 or later. The longer trains could then carry more coal in fewer trains. Accordingly, the chart above and the data presented here assume operation of 135-car unit coal trains.

Unit grain train operations would remain essentially unaffected by the UP/SP merger, but will continue to vary from day to day and month to month depending on market conditions in the grain business. North of Wichita, on the segment between the UP yard in Wichita and Lost Springs, Kansas, there will be an average of approximately 1.6 unit grain trains per day; south of Wichita, the average will be approximately 2.1 per day.

The merger will result in an average of approximately 2.8 manifest trains per day on the Wichita-Lost Springs segment. South of Wichita, on the segment between the UP yard in Wichita and Chickasha, Oklahoma, manifest traffic will increase to an average of approximately 3.8 trains per day. In practice, trains FWHN and FWWT are likely to be combined on some days, reducing this count by one train per day. Note that approximately 0.4 trains per day on this segment, consisting of an existing periodic unit gravel train movement, do not actually operate through most

of Wichita. These trains from southwestern Oklahoma operate to and from the Dolese Cement facility south of Wichita. Only the locomotives operate between the Dolese facility and the UP yard on the north side of Wichita.

We understand that there is concern in Wichita that UP/SP would route through Wichita coal trains that are destined to points in the Southeast. That would not be a reasonable use of our track capacity and resources. Coal trains to and from points in Arkansas, Louisiana and throughout the Southeast can be handled much more efficiently via Kansas City and Little Rock or via Kansas City and our Memphis Gateway, and we plan to route them that way. We would not want to route any additional coal traffic over our lines east and south of Dallas/Ft. Worth, which are already pressed for capacity and would, in any event, be a longer and slower route. We therefore would use the OKT route only for coal trains to and from Texas utilities.

Question No. 2: *An explanation of the difference in the 10 trains to be added to the Lost Springs-to-Wichita segment versus the 7.4 trains to be added to the Wichita-to-Chickasha segment.*

As UP and SP explained during the merger proceedings, Attachment 13-5 contained an error on the Lost Springs-Wichita segment, which caused confusion regarding the number of trains operating today in the Wichita area. We also had other data problems affecting this complex segment. Attachment 13-5 shows 1994 train volume on the Lost Springs-Wichita segment as approximately 2 trains per day. In 1994 UP also operated trains between Salina and Wichita via Lindsborg on UP's McPherson Subdivision. That line was abandoned in 1995, and the trains were rerouted to the Lost Springs-Wichita line, so they should have been added to the base-year train count on the Lost Springs-Wichita segment. Accordingly, the number of trains during the base period on that segment should have been 3.6 trains per day, not 2 trains per day. As corrected, and reflecting the higher level of coal traffic, we expect an increase of 9.0 trains per day on the Lost Springs-Wichita segment, resulting in a total of 12.6 trains per day.

For the Wichita-Chickasha segment, the increase will be 8.1 trains per day for a total of 12.5 trains per day. Although all loaded and empty unit coal trains will operate through Wichita and will therefore operate on both the segment north of Wichita and the segment south of Wichita, some trains carrying carload traffic and some grain trains will originate or terminate at the UP yard on the near north side of Wichita. This explains why train counts differ for the two segments.

Question No. 5: *Any additional information on the number of carloads originating or terminating in Sedgwick County.*

During 1995, UP and SP originated 14,749 carloads and terminated 11,420 carloads in Sedgwick County.

Reno Letter Questions 1, 2 and 4:

Question No. 1: *The projected number, length, and type(s) of through freight trains that the UP plans to operate in Reno/Washoe County annually for each of the next five years (1996 through 2001).*

The UP/SP Operating Plan predicted that UP/SP would operate a total of approximately 20 through trains per average day through Reno in a normal year after implementation of the merger, an increase of 7.2 trains per day from the volume of trains operated by SP during the 1995 base measurement period. That prediction remains the most accurate prediction UP/SP can provide for full implementation of the merger.

We cannot easily predict the schedule under which UP/SP will increase operations to that level. First, because some traffic has already been rerouted by shippers to other routes, the number of trains operating through Reno has declined since the base period when we measured SP train volumes and now averages approximately 10.0 trains per day or less. In addition, of course, the Surface Transportation Board has imposed a limit of 14.7 trains per day during its 18-month mitigation study period. Other factors affecting future train volumes are (1) removing clearance restrictions in the Sierra Nevada, which preclude operation of two high-cube doublestacked containers, (2) negotiating labor implementing agreements, and (3) rebuilding Roseville Yard, which will begin on a large scale in 1997.

UP/SP expects to expand operations through Reno by two trains per day during 1997 by adding a pair of intermodal trains between Chicago and Oakland. Once implementing agreements are reached with labor unions, which we expect during 1997, UP/SP may also reallocate traffic between the former Western Pacific line via Portola, California, and the SP route through Reno so that traffic requiring expedited handling but not high clearances could use the SP route. Together, these changes, combined with potential BNSF operations through Reno, could result in train frequencies through Reno by late 1997 that approach the 14.7-trains-per-day limit set by the Board. The Roseville Yard and clearance projects should be completed during 1998. At that time, and when the Board's limit on train operations expires, UP/SP would expect to increase train operations to as high as 20 trains per day.

The following table lists the train symbols, types and lengths of the trains UP/SP expects to operate through Reno after full implementation of the merger:

TRAIN	FREQUENCY	TYPE	LENGTH IN FEET THROUGH RENO
CHMIV	Daily	Automotive	4726.1
CSOAZ	Daily	Intermodal	5659.3
DUOAT	Daily	Intermodal	5109.9
G1OAD	Daily	Doublestack	4720.3
G1OADB	Tri-weekly	Doublestack	4720.3
G1STX	Five times weekly	Doublestack	1034.7
G2OAD	Daily	Doublestack	4899.3
KSBEV	Daily	Automotive	3569.9
MINPV	Daily	Automotive	3541.0
NPRV(1)	Daily	Manifest	5273.4
NPRV(2)	Daily	Manifest	4498.5
OACST	Five times weekly	Intermodal	2160.2
OACSZ	Five times weekly	Intermodal	3545.2
OADUT	Daily	Intermodal	4788.9
OAG1D	Daily	Doublestack	6860.9
OAG1D6	Once weekly	Doublestack	6766.7
OAG1D8	Once weekly	Doublestack	6766.7
RVAS	Daily	Manifest	4769.1
RVNP(2)	Five times weekly	Manifest	6122.2
RVPRB	Daily	Manifest	2842.9
RVSC	Daily	Manifest	2683.1
SCRV	Daily	Manifest	4917.0
STCST	Five times weekly	Intermodal	989.3

Question 2: *An explanation of the techniques and assumptions used to develop the projected numbers, lengths, and types of trains for Reno/Washoe County, with sufficient detail to understand the underlying basis for the projections.*

The techniques and assumptions used to project the numbers, lengths and types of trains for Reno/Washoe County are set forth in several verified statements and in the Operating Plan submitted in the UP/SP merger application.

The starting point was to determine the volumes of traffic to be carried by a UP/SP merged system. The Verified Statement of Richard B. Peterson in UP/SP-23 contains a detailed description, at pages 254-99, of the UP/SP Traffic Study, which formed the basis for our projection of numbers, lengths and types of trains for the Reno/Washoe County area. Mr. Peterson describes how the Applicants created a data base of existing UP and SP traffic, adjusted to take into account three subsequent major events in western railroading: the UP/CNW merger, the BNSF merger and the settlements resulting from the BNSF merger proceeding. He also explains how the merger would allow UP/SP to carry, in addition to existing UP and SP traffic volumes as adjusted, traffic that could be diverted from other railroads and traffic generated as a result of new marketing opportunities. Finally, his statement explains how BNSF, as a new competitor in the Central Corridor, would capture some of the UP and SP traffic.

The Verified Statements of Don P. Ainsworth of Reebie Associates and Paul O. Roberts of Science Applications International Corporation, in UP/SP-22 at pages 433-63 and 465-85, respectively, present a consensus view of how the merger would permit the UP/SP system to capture intermodal traffic from motor carriers, such as those operating on Interstate 80 through Reno and Washoe County. Based on their consensus view, UP/SP will divert approximately 74 truckloads per day from I-80 to UP/SP tracks through Reno, not counting empty truck movements.

The next step was to convert these traffic projections into service patterns and train operations. This step and the assumptions made in performing it are described in UP/SP-24 in the Operating Plan at pages 111-15 and in the Joint Verified Statement of R. Bradley King and Michael D. Ongerth at pages 16-20 of that volume. As explained there, traffic data comprised of existing traffic and traffic generated as a result of the merger were evaluated using a network modeling program supplied by MultiModal Applied Systems, Inc., which modeled the entire UP/SP system in a merged configuration. The modeling program generated traffic flows across the merged system, suggested blocking assignments for the traffic flows and suggested trains to carry the blocks. Separate traffic flows, blocks and trains were developed by traffic type: conventional intermodal, doublestack intermodal, automotive, manifest, coal, grain and other bulk. In some respects, the model was allowed to suggest operations that were not constrained by realistic operating conditions. For example, we placed no limit on the length of trains the model could suggest.

The joint UP/SP transportation planning group then studied the output of the model and made innumerable adjustments to make the service plan workable and realistic. For example, we added or eliminated trains to ensure that the trains would be long enough to be efficient but not too long for available facilities and operating conditions. Of particular importance for Reno and Washoe County, the transportation planners made the decision that intermodal trains, trains carrying expedited traffic and manifest trains that would serve Reno normally would operate via Reno on the SP line, while all other trains, including heavy unit trains such as grain trains, normally would operate on the former Western Pacific line via Portola.

In summary, then, the numbers of trains were determined by the amount of traffic available, allocated into trains of reasonable size by type. The size of the trains was determined by the volume of traffic available and by judgments of expert transportation planners familiar with the capacity characteristics and the operating conditions of each route. The types of trains were determined by dividing the traffic into types at the outset.

Question No. 4: *Comments the UP may have regarding the projected numbers of trains, speeds, and lengths that have been published by the City of Reno in its attached pamphlet entitled "Are the Railroads on Track? You Decide."*

The City of Reno's forecasts regarding train traffic through Reno/Washoe County are completely unrealistic, and we understand that UP/SP personnel have informed the City of that fact. We do not understand why the City continues to rely on misleading and unrealistic projections of train traffic through Reno/Washoe County.

Number of Trains. SEA's Post Environmental Assessment projected a post-merger average of 25.1 through trains per day on the SP line through Reno. SEA did not predict an *increase* of 25.1 through trains per day, as the Reno brochure asserts. The SEA projection consists of 20.0 UP/SP through freight trains, 1.1 Amtrak trains and 4.0 BNSF through freight trains. The SEA projection may, in fact, be overstated.

The SEA estimate of 20 UP/SP through freight trains per day remains accurate, as described above. The BNSF prediction, however, may be too high by two to four trains per day. BNSF is now operating all of its trains via the Western Pacific line through Portola. The BNSF prediction of four trains per day through Reno had been based on the assumption that BNSF would reroute some transcontinental intermodal traffic from its line through New Mexico and Arizona to the Reno route, but that has not happened as yet. As a result, the correct number of post-merger trains through Reno is between 21.1 and 25.1 per average day.

Reno's prediction is unrealistic. It represents a prediction for the year 2015 by a consultant, but the consultant provides no factual basis for any of its projections, which are so far into the future as to be pure speculation. The consultant

expressly acknowledged that "these train traffic estimates are based on our assessment of what we think will happen on this route over the next 2 decades and are by necessity quite rough. We recognize that they can be considerably refined with [UP's] assistance." The City has refused to consider UP's assistance and continues to rely on the consultant's unrealistic estimates.

The consultant predicted that the SP line will carry six additional doublestack trains per day, above the number UP and SP predicted in their Operating Plan, which would result from expansion of Port of Oakland facilities. This prediction is unrealistic for several reasons: 1. The Port does not have financing for the expansion. 2. The Port is no longer attractive to steamship companies, which are investing heavily in larger ships that cannot serve Oakland fully loaded, due to the inadequate depth of San Francisco Bay. The Bay apparently cannot be dredged due to environmental concerns, including an endangered species problem. 3. As a result of the settlement it entered into with UP/SP, BNSF will for the first time gain access to the Port, not only potentially capturing part of any new business but potentially capturing existing UP/SP business and routing it via New Mexico and Arizona.

The consultant also misstates the existing "baseline" level of train traffic through Reno/Washoe County by 9.3 trains per day. The consultant uses as the baseline 22 "historical freight trains." It has been years since SP traffic was that heavy. SP's loss of traffic on this line is described in UP/SP-232 in the Verified Statement of Michael D. Ongerth at pp. 72-73. The correct 1995 base was 12.7 trains per day, as set forth in the Operating Plan.

The consultant also incorrectly states that BNSF will operate six trains per day through Reno and none via the UP line through Portola. As BNSF's current operations via Portola demonstrate, this assumption is mistaken.

Speed of Trains. SEA's Post Environmental Assessment projected that trains could operate at maximum speeds ranging from 20 to 50 mph. This projection is realistic. By comparison, State of California agencies and Amtrak regularly operate trains at 70 mph through the congested urban corridors between San Jose and Oakland and between San Jose and San Francisco.

Length of Trains. We know of no basis for Reno's prediction of an average train length of 6,500 feet. The data above, which represent our best predictions, indicate a weighted average length for UP/SP trains of less than 5,000 feet, consistent with current SP train lengths through Reno.

Height of Trains. We do not know why the height of trains has any significance for Reno, but the predicted 23-foot height of a high-cube doublestack train is incorrect. The maximum permissible height for such cars, under AAR Mechanical Division standards, is 20 feet, two inches, above the height of the rail. For years,

SP has been operating doublestack trains through Reno that are only a foot shorter than a high-cube doublestack train.

VERIFIED STATEMENT

OF

W. E. WIMMER

William E. Wimmer submits this verified statement to respond to questions posed by the Section of Environmental Analysis in letters dated November 8, 1996 ("Wichita Letter") and November 14, 1996 ("Reno Letter") regarding the potential effects of the UP/SP merger in the areas of Wichita, Kansas, and Reno, Nevada.

William E. Wimmer is Senior Assistant Vice President-Engineering at Union Pacific Railroad Company, 1416 Dodge Street, Omaha, Nebraska. He served as Team Leader of the joint UP/SP engineering group, and has led negotiations effecting the City of Reno and City of Wichita. Mr. Wimmer is familiar with current UP/SP planning for merger implementation.

I will respond to three of SEA's questions that are in my area of expertise.

Wichita Letter Questions 3 and 4:

Question 3: *A description of the improvements in Wichita and Sedgwick County that you are planning as part of your \$91 million expenditure on the UP rail line through Wichita/Sedgwick County.*

This rail line referred to in your question is known as the OKT Subdivision and Herington Branch. Sedgwick County lines extend from MP 226.76 on the Herington Branch to MP 259.08 on the OKT Subdivision. These lines will be upgraded to handle 75 to 100 car unit grain trains from Northern Kansas, Eastern Colorado and Southern Nebraska and unit coal trains from the Powder River Basin to Texas. Shippers and local manifest trains will likewise benefit from this upgrade.

The track will be upgraded for the heavier volumes and density. Bridges on the line will be improved to handle 286,000-lb equipment.

Track upgrades that will be performed in Wichita and Sedgwick County as a result of the UP/SP merger include tie renewal projects and installation of second hand continuous welded rail at the locations indicated in the table below.

UP/SP MERGER RELATED IMPROVEMENTS (WICHITA & SEDGWICK COUNTY)				
Location/Station	St.	Subdivision	Milepost	Description
TRACK UPGRADES				
Furley - Kechi	KS	Herington Branch	226.76 - 236.20	Tie Renewal
Kechi - North Jct.	KS	Herington/OKT	236.30 - 243.70	Tie Renewal
Midland - Peck	KS	OKT	251.00 - 259.08	Tie Renewal
Kechi - North Jct.	KS	Herington/OKT	236.30 - 243.70	Install SH CWR
South Jct. - Midland	KS	OKT	245.20 - 251.00	Install SH CWR/Undercut
Midland	KS	Siding	248.91 - 250.33	Install SH CWR
Midland - Peck	KS	OKT	251.00 - 259.08	Install SH CWR
SIDING CONSTRUCTION PROJECTS				
Midland	KS	OKT Sub	251-249	Extend existing siding 5300'
Cline	KS	Herington Branch	241-239	Extend existing siding 3304'
Furley	KS	Herington Branch	232-230	Construct new siding 9300'

In addition to the track upgrades, proposed construction of one new siding at Furley and the construction of trackage extending the existing sidings at Midland and Cline are planned in the future. Please reference the preceding table for a more in-depth description of the siding construction projects in Wichita and Sedgwick County.

Question 4: *Information on the feasibility of using other existing UP trackage to carry the additional train traffic planned to go through Wichita.*

The only other possibility for using Union Pacific trackage to handle the additional traffic would require trains to route through Kansas City Terminal. Kansas City is already congested and is a longer route. Congestion problems, particularly for staging through trains, are so severe that it was worthwhile for UP and SP to spend over \$90 million on the OKT route to reroute a modest number of trains away from Kansas City. Physical constraints on railroad facilities in Kansas City make it extremely difficult to expand capacity in the terminal. This is not the most efficient route and would require additional cycle time and cost to both the railroads and our customers.

Although UP theoretically could route Powder River Basin coal via Denver, that route is not viable for several reasons:

1. UP does not have a reasonable route between the Powder River Basin and Denver. It's Yoder Branch in Wyoming involves heavy grades for southbound trains in mountainous territory; the track lacks siding capacity; and it is used for directional operation today as a route for northbound empty coal trains returning to the Basin. UP's route via North Platte and back to Cheyenne is extremely circuitous, and is approximately 326 miles

longer than the route using the Yoder Branch.

2. BNSF controls approximately six miles of this route in Denver, which BNSF also uses as its main coal route to Texas. Because of BNSF's inability to process its trains in Denver on a timely basis, this track is often blocked and impassable for hours at a time. SP has experienced instances in which its trains are unable to use the BNSF track for an entire 12-hour crew shift. This track cannot handle a significant increase in rail traffic.
3. This route also lacks capacity between Denver and Pueblo, where in some areas one of two tracks was removed several years ago.
4. South of Pueblo, UP uses trackage rights over BNSF, but the escalation mechanism in the trackage rights compensation formula may cause these rights to become economically unviable in coming years. In addition, the BNSF line between Las Animas Jct., Colorado, and Amarillo, Texas, lacks adequate capacity to handle a substantial increase in traffic.

Reno Letter Question 3:

Question 3: *A discussion of the constraints and opportunities for changes to train speeds through the City of Reno.*

We are in the process of analyzing the feasibility and impact of the train speeds through the City of Reno. An increase in the speed through town would require modification to existing crossing warning systems, installation of a universal crossover west of West Reno, and a crossover at the west end of Sparks. We are in the process of determining the scope and cost of this alternative solution.

The increased speed through town would decrease the delay of motorists at the crossings and enhance safety.

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Law Department

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET
ROOM 830
OMAHA, NEBRASKA 68179-0001
FAX (402) 271-5610



October 4, 1996



Elaine Kaiser, Chief
Section of Environmental Analysis
Surface Transportation Board
Room 3219
12th & Constitution Avenue, NW
Washington, DC 20423

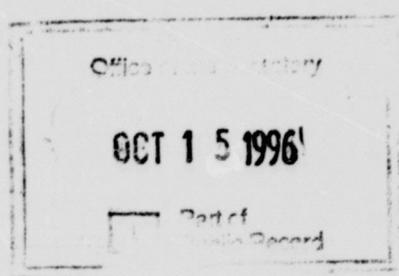
Re: Finance Docket 32760

Dear Ms. Kaiser:

Union Pacific has contacted, by letter dated September 30, 1996, each of the counties identified in the attached list to initiate the consultation required by Condition 16 of Appendix G to the Surface Transportation Board's decision of August 6, 1996.

Very truly yours,

Thomas E. Greenland
Environmental Counsel



Attachment

cc: J. Michael Hemmer
Covington & Burling

A copy of this letter went to the following:

James Johnson, Chairman
Eagle County
PO Box 850
Eagle, CO 81631

Mayor's Office
Denver County
City & County Bldg.
1427 Bannock Rm 350
Denver, CO 80202

Elaine Valente
Chairperson
Adams County
450 S. 4th Street
Brighton, CO 80601

Tommy Eggert Chairman
Arapahoe County
5334 S. Prince Street
Littleton, CO 80165

Charlotte Heinz
Chairperson
Elbert County
PO Box 597
Kiowa, CO 80117

Charles R. Covington
Chairman
Lincoln County
Hugo, CO 80821

Jerry Allen
Chairman
Cheyenne county
PO Box 567
Cheyenne Wells, CO 80810

Douglas Mackley
Chairman of the Board
Logan County
710 West 2nd Street
Oakley, KS 67748

Gary Hindman
Chairman
Saline County
PO Box 5040
Salina, KS 67402-5040

Donald F. Hansen
Chairman of the Board
Ellsworth County
210 N. Kansas
Ellsworth, KS 67439

Don Hoberer
Chairman of the Board
Russell County
PO Box 113
Russell, KS 67665

Guy Windholz
Chairman of the Board
Ellis County
PO Box 720
Hayes, KS 67601

George Schlesener
Chairman
Court Abilene
Abilene, KS 67410

George Lowe
Chairman of the Board
Trago County
216 N. Main
Wakeeney, KS 67672

Ralph Moustmeyer
Chairman of the Board
Gove county
PO Box 128
Gove, KS 67736

Charles DeForest
Chairman of the Board
Marion County
PO Box 219
Marion, KS 66861

Leon White
Chairman
Butler county
205 Central
Eldorado, KS 67042

Ealmer Kippell
Chairman of the Board
Grady County, 4th & Choctaw
Chickasha, OK 73015

Charles Brandey
Chairman of the Board
Canadian County
201 N. Choctaw
El Reno, OK 73036

Joe North
Chairman of the board
Sumner County Courthouse
Wellington, KS 67152

Grant County Commissioners
PO Box 167
Medford, OK 73759

Keith Meier
Chairman of the Board
Harvey County
915 Washington
PO Box 687
Newton, KS 67114

Wendel Venci
Chairman of the Board
Garfield County Courthouse Rm 101
Enid, OK 73701

Henry Senn
Chairman of the Board
Kingfisher County
101 S. Main, Rm 3
Kingfisher, OK 73750

Mark Schroeder
Chairman of the Board
Sedgwich County
525 N. Main, 3rd Floor
Wichita, KS 67203

Clare Duda
Chairman of the Board
Douglas County
1819 Farnam
Omaha, NE 68163

Daris Karloff
Chairperson of the Board
Saunders County
PO Box 61
Wahoo, NE 68066

Darlene Tussing
Chairperson
Lancaster County
555 S. 10th Street
Lincoln, NE 68508

Ron Hanley
County Chairman Bureau County
Courthouse
700 S. Main
Princeton, IL 61356

Chairman of the County Board
Whiteside County Courthouse
280 E. Knox Street
Morrison, IL 61270

Harvey Spiker
Chairman of the Board
Gage County
PO Box 429
Beatrice, NE 68310

County Clerks Office
Marshall County
1201 Broadway
Marysville, KS 66508

Ron Conderman
Chairman
Lee County
112 E. 2nd Street
Dixon, IL 61021

March McMurry
Parish Administrator
Calcasieu Parish
PO Draw 3287
Lake Charles, LA 70602

Honorable Judge Carl Tibideaux
Orange County
801 Division, RM 207
Orange, TX 77630

Honorable Judge James Peace
Hudspeth County
PO Box 68
Sierra Blanca, TX 79851

County Judge
Culbertson County
306 LaCavema
Van Horn, TX 79855

Honorable Judge Jimmy Gelindo
Reeves County
PO Box 749
Pecos, TX 79772

Honorable Judge Richard P. LeBlanc
Jefferson County
PO Box 4025
Beaumont, TX 77704

Honorable Judge Jeff Norwood
Midland County
200 W. Wall Street, Suite 006
Midland, TX 79707

Honorable Judge Sam Massey
Ward County
400 S. Main
Monahans, TX 79756

Honorable Judge White
Crane County
PO Box 457
Crane, TX 79731

Honorable Judge Jim T. Jordan
Ector County
300 N. Grant, Room 227
Odessa, TX 79761

Honorable Judge Ben Lockhart
Howard County
300 Main
Big Spring, TX 79720

Honorable Judge Ray Mayo
Mitchell County
349 Oak
Colorado City, TX 79512

Honorable Judge Bill Johnson
Callahan County
400 Market Street Suite 200
Baird, TX 79504

Honorable Judge Jack Aycock
Nolan County
100 E. 3rd Street
Sweetwater, TX 79556

Honorable Judge Tom Vandergriff
Tarrant County
100 E. Watherford
Fort Worth, TX 76196-1010

Honorable Judge Davenport
Martin County
PO Box 1330
Stanton, TX 79782

Honorable Judge Scott Bailey
Eastland County
PO Box 327
Eastland, TX 76448

Honorable Judge Garry L. Fuller
Stephens County Courthouse
Breckenridge, TX 76424

Honorable Judge Harold M. Couch
Palo Pinto County
PO Box 190
Palo Pinto, TX 76484

Honorable Judge Ben Long
Parker County
One Courthouse Square
Weatherford, TX 76086

Honorable Judge Marshall Bennett
Fisher county
PO Box 306
Roby, TX 79543

Honorable Judge Lee Hamilton
Taylor County
300 Oak
Abilene, TX 79602

STB FD 32760 9-5-96 K

85777

85777

555 TWELFTH STREET, N.W.
SUITE 600
WASHINGTON, DC 20004-1200
(202) 637-3601
FAX (202) 347-0140

KECK, MAHIN & CATE

FILE NUMBER
48189-001
DIRECT DIAL
202-637-3609

September 3, 1996



Ms. Elaine K. Kaiser
Chief, Section of Environmental Analysis
Surface Transportation Board
Washington, D.C. 20423

Re: F.D. No. 32760 UP/SP Merger

Dear Ms. Kaiser:

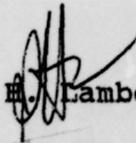
By this letter the City of Reno requests a copy of the disclosure statement filed by DeLeuw, Cather & Company required by CEQ regulations, 40 CFR 1506(c), upon being selected by the Board to act as independent, third party consultant for purposes of environmental investigation and documentation under Board regulations. 41 CFR 1105.4(j) and 1105(d).

DeLeuw Cather has been the Board's consultant, in the above proceedings, and in the future, may be considered for similar activities under the environmental investigative conditions imposed in Decision No. 44, served August 12, 1996.

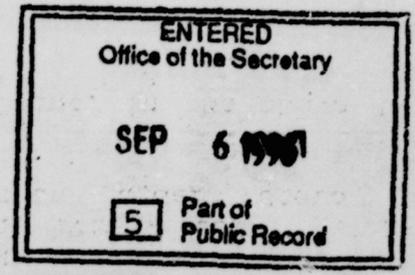
The City also requests information concerning the procedures the Board intends to use in selecting the independent consultant for purposes of implementing the investigatory aspects of Decision No. 44.

Thank you.

Very truly yours,

Paul H.  Lamboley

PHL/dph



Item No. _____
Page Count 1
SP #19

STB

FD

32760

8-23-96

K

85365

85-365

UP/SP-273/CPSB-9

ENTERED
Office of the Secretary

AUG 26 1996

5 Part of Public Record

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 32760

UNION PACIFIC CORPORATION, UNION PACIFIC RAILROAD COMPANY
AND MISSOURI PACIFIC RAILROAD COMPANY
-- CONTROL AND MERGER --
SOUTHERN PACIFIC RAIL CORPORATION, SOUTHERN PACIFIC
TRANSPORTATION COMPANY, ST. LOUIS SOUTHWESTERN RAILWAY
COMPANY, SPCSL CORP. AND THE DENVER AND
RIO GRANDE WESTERN RAILROAD COMPANY

ORIGINAL

SUBMISSION OF APPLICANTS AND CPSB
RESPECTING TERMS FOR CPSB CONDITIONS



CANNON Y. HARVEY
LOUIS P. WARCHOT
CAROL A. HARRIS
Southern Pacific
Transportation Company
One Market Plaza
San Francisco, California 94105
(415) 541-1000

CARL W. VON BERNUTH
RICHARD J. RESSLER
Union Pacific Corporation
Martin Tower
Eighth and Eaton Avenues
Bethlehem, Pennsylvania 18018
(610) 861-3290

PAUL A. CUNNINGHAM
RICHARD B. HERZOG
JAMES M. GUINIVAN
Harkins Cunningham
1300 Nineteenth Street, N.W.
Washington, D.C. 20036
(202) 973-7601

JAMES V. DOLAN
PAUL A. CONLEY, JR.
LOUISE A. RINN
Law Department
Union Pacific Railroad Company
Missouri Pacific Railroad Company
1416 Dodge Street
Omaha, Nebraska 68179
(402) 271-5000

Attorneys for Southern
Pacific Rail Corporation,
Southern Pacific Transportation
Company, St. Louis Southwestern
Railway Company, SPCSL Corp. and
The Denver and Rio Grande
Western Railroad Company

ARVID E. ROACH II
J. MICHAEL HEMMER
MICHAEL L. ROSENTHAL
Covington & Burling
1201 Pennsylvania Avenue, N.W.
P.O. Box 7566
Washington, D.C. 20044-7566
(202) 662-5388

WILLIAM L. SLOVER
JOHN H. LESEUR
Slover & Loftus
1224 Seventeenth Street, N.W.
Washington, D.C. 20036
(202) 347-7170

Attorneys for Union Pacific
Corporation, Union Pacific
Railroad Company and Missouri
Pacific Railroad Company

Attorneys for City Public Service
Board of San Antonio

Item No. _____

Page Count 7

Aug. #18

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 32760

UNION PACIFIC CORPORATION, UNION PACIFIC RAILROAD COMPANY
AND MISSOURI PACIFIC RAILROAD COMPANY
-- CONTROL AND MERGER --
SOUTHERN PACIFIC RAIL CORPORATION, SOUTHERN PACIFIC
TRANSPORTATION COMPANY, ST. LOUIS SOUTHWESTERN RAILWAY
COMPANY, SPCSL CORP. AND THE DENVER AND
RIO GRANDE WESTERN RAILROAD COMPANY

SUBMISSION OF APPLICANTS AND CPSB
RESPECTING TERMS FOR CPSB CONDITIONS

Pursuant to the Board's Order served August 12, 1996, see Decision No. 44, pp. 185-86, 233, the primary applicants, UPC, UPRR, MPRR, SPR, SPT, SSW, SPCSL and DRGW^{1/} have discussed with CPSB and BNSF terms for the implementation of the conditions imposed by the Board in favor of CPSB.

The primary applicants and CPSB have agreed to modifications to the BNSF settlement agreement, as amended, and to the Sealy, Texas to Waco and Eagle Pass, Texas Trackage Rights Agreement, between MPRR, SPT and BNSF, dated June 1, 1996. Those modifications are set forth in Exhibit A hereto.

The modifications meet the Board's requirement that Applicants fulfill their commitment to CPSB that BNSF would be able to serve CPSB's Elmendorf facility via trackage rights by providing BNSF with a segment of track inadvertently omitted from the Sealy Agreement that is necessary to allow BNSF to

^{1/} The acronyms used herein are the same as those in Appendix B to Decision No. 44.

serve CPSB's Elmendorf facility. See Decision No. 44, pp. 185-86. In addition, Applicants have agreed to provide BNSF with an alternative route, which CPSB prefers, for the sole purpose of handling CPSB traffic. These modifications also meet the Board's requirement that Applicants preserve CPSB's option to have BNSF serve the Elmendorf facility via CPSB's existing trackage rights over SP from SP Junction to Elmendorf. Decision No. 44, pp. 185-86.

Respectfully submitted,

CANNON Y. HARVEY
LOUIS P. WARCHOT
CAROL A. HARRIS
Southern Pacific
Transportation Company
One Market Plaza
San Francisco, California 94105
(415) 541-1000

PAUL A. CUNNINGHAM
RICHARD B. HERZOG
JAMES M. GUINIVAN
Harkins Cunningham
1300 Nineteenth Street, N.W.
Washington, D.C. 20036
(202) 973-7601

Attorneys for Southern
Pacific Rail Corporation,
Southern Pacific Transportation
Company, St. Louis Southwestern
Railway Company, SPCSL Corp. and
The Denver and Rio Grande
Western Railroad Company

John H. LeSeur per
WILLIAM L. SLOVER
JOHN H. LESEUR
Slover & Loftus
1224 Seventeenth Street, N.W.
Washington, D.C. 20036
(202) 347-7170

Attorneys for City Public Service
Board of San Antonio

CARL W. VON BERNUTH
RICHARD J. RESSLER
Union Pacific Corporation
Martin Tower
Eighth and Eaton Avenues
Bethlehem, Pennsylvania 18018
(610) 861-3290

JAMES V. DOLAN
PAUL A. CONLEY, JR.
LOUISE A. RINN
Law Department
Union Pacific Railroad Company
Missouri Pacific Railroad Company
1416 Dodge Street
Omaha, Nebraska 68179
(402) 271-5000

Arvid E. Roach II per
ARVID E. ROACH II
J. MICHAEL HEMMER
MICHAEL L. ROSENTHAL
Covington & Burling
1201 Pennsylvania Avenue, N.W.
P.O. Box 7566
Washington, D.C. 20044-7566
(202) 662-5388

Attorneys for Union Pacific
Corporation, Union Pacific
Railroad Company and Missouri
Pacific Railroad Company

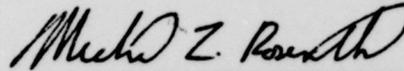
August 23, 1996

CERTIFICATE OF SERVICE

I, Michael L. Rosenthal, certify that, on this 23rd day of August, 1996, I caused a copy of the foregoing document to be served by first-class mail, postage prepaid, or by a more expeditious manner of delivery on all parties of record in Finance Docket No. 32760, and on

Director of Operations
Antitrust Division
Suite 500
Department of Justice
Washington, D.C. 20530

Premerger Notification Office
Bureau of Competition
Room 303
Federal Trade Commission
Washington, D.C. 20580



Michael L. Rosenthal

I. AMENDMENTS TO THE BNSF SETTLEMENT AGREEMENT

Section 4a shall be amended by adding the following subparagraphs after the fifth subparagraph:

- "● UP's line between Craig Junction and SP Junction (Tower 112) via Track No. 2 through Fratt, Texas, as an alternative route for BNSF, for the sole purpose of handling City Public Service Board of San Antonio traffic via SP Junction (Tower 112), and such rights do not include the right to serve new industries or transloading facilities on this line;
- SP's line between SP Junction (Tower 112) and Elmendorf, Texas;"

Section 4a shall be amended by deleting the following subparagraph:

- "● SP's line between MP 0 and MP 12.6 for the sole purpose of serving the City Public Service of San Antonio plants at Elmendorf, TX;"

Section 4b shall be amended by inserting in subsection (i), after the word "Agreement":

"and City Public Service Board of San Antonio, Texas Elmendorf facilities listed on Exhibit A to this Agreement".

Exhibit A shall be amended by inserting, in the subsection entitled "Points Referred to in Section 4b":

"Elmendorf TX (CPSB facilities)".

Section 9₁ shall be amended by adding the following language at the end of the section:

"BNSF shall also have the right, at City Public Service Board of San Antonio, Texas' option, to connect for movement to and from Elmendorf, TX, where BNSF's trackage rights granted pursuant to this Agreement intersect at SP Junction (Tower 112) with the existing trackage rights SP has granted to City Public Service Board of San Antonio, TX".

II. PROPOSED AMENDMENTS TO THE SEALY AGREEMENT

The first "whereas" clause shall be amended, by adding after the fifth subparagraph:

"MPRR's main track No. 2 at Craig Junction, Texas, in the vicinity of MPRR's Milepost 235.9 and SP Junction (Tower 112) in the vicinity of MPRR's Milepost 259.8"

The first "whereas" clause shall be amended, by inserting in the final subparagraph after the colon:

"a line of railroad of SPT between San Antonio, in the vicinity of SPT's Del Rio subdivision Milepost 212.7 (Tower 105) and SP Junction (Tower 112), in the vicinity of SPT's Milepost 211.0".

Section 2 shall be amended by deleting from subparagraph (b), after the word "User":

"on the San Antonio CPS Line and".

Section 2 shall be further amended by deleting from subparagraph (b), after the words "destined to or returning from":

"the City Public Service Board of San Antonio, Texas plant at Elmendorf and".

Section 2 shall be amended by adding after subparagraph (1):

"(m) User shall also have the right, at City Public Service Board of San Antonio, Texas' option, to connect for movement to and from Elmendorf, TX, where its trackage rights granted pursuant to this Agreement intersect at SP Junction (Tower 112) with the existing trackage rights SP has granted to City Public Service Board of San Antonio, TX.".

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6-26-96

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• 84460

ENVIRONMENTAL MATERIALS

84460



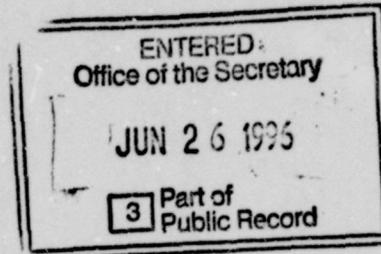
ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY

Fife Symington, Governor

Russell F. Rhoades, Director

February 12, 1996

Elaine K. Kaiser
UP/SP
Section of Environmental Analysis
Surface Transportation Board
12th and Constitution Avenue, Room 3219
Washington, D.C. 20423-0001



FD 32760

RE: Surface Transportation Board Request for Environmental Comments on the Potential Environmental Impacts of the Control and Merger Application between the Union Pacific and Southern Pacific Railroads (Finance Docket No. 32760)

Dear Ms. Kaiser:

The Arizona Department of Environmental Quality does not have any comments on the above referenced project.

If I can be of any assistance please call me at (602) 207-2226.

Sincerely,

Barry Abbott
Coordinator
EIS Review Committee



Item No. _____

Page Count 1

Sum II 201

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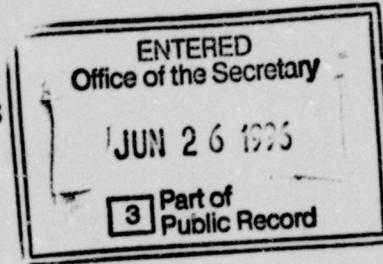
84459
ENVIRONMENTAL MATERIALS

ROGER M. HALL
2678 IDLEWILD DR.
RENO, NEVADA 89509
702/323-6929

Item No. _____
Page Count 1
Jun # 199

4/15/96

TRANSPORTATION BOARD
SECTION OF ENVIRONMENTAL ANALYSIS
1201 CONSTITUTION AVE. NW,
ROOM 3219
WASHINGTON, DC 20423



Dear Sirs,

I am writing you this letter to state my opposition to the rail merger with Southern Pacific for the reasons listed below.

1. Increased rail traffic would detrimentally effect my:
Real Estate value of my home due to increased noise and danger of a hazardous spill in the Reno area.
2. Decrease the quality of life in Reno and along the whole line due to the increased rail traffic.
4. Increase combustion emissions from cars and diesels.
5. Block access to various parts of Reno because crossing would be blocked twice as long as before.
6. The merger would create a monopoly.

Please decline to approve this merger.

Sincerely

Roger M. Hall
cc:files



STB FD

32760

6-26-96

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84456



State of Illinois

ENVIRONMENTAL PROTECTION AGENCY

84456

Mary A. Gade, Director

2200 Churchill Road, Springfield, IL 62794-9276

217-782-0547

*ENVIRONMENTAL MATERIALS
FD32760*

February 8, 1996

ENTERED Office of the Secretary
JUN 26 1996
3 Part of Public Record

Elaine K. Kaiser
 UP/SP Environmental Project Director
 Section of Environmental Analysis
 Surface Transportation Board
 12th and Constitution Avenue, Room 3219
 Washington, D.C. 20423-001

RECEIVED
 JUN 26 1996
 MAIL
 MANAGEMENT
 I.C.C. 7

Re: Environmental Comments for the
Union Pacific and Southern Pacific Railroads Merger

Dear Ms. Kaiser:

Thank you for providing information regarding the above referenced proposed project.

The Agency has reviewed this submission and has no objections to the proposed project at this time. Information was not given regarding the purchasing or leasing of federal land for the expansion in this proposal. If this becomes a factor in the project, our Agency would need to be notified. Vir Gupta in the Division of Air Pollution can be reached at 217-782-2113 for assistance.

Sincerely,

Bernard P. Killian

Bernard P. Killian
Deputy Director

Item No. _____
 Page Count 1
 Jun # 198

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• 32760

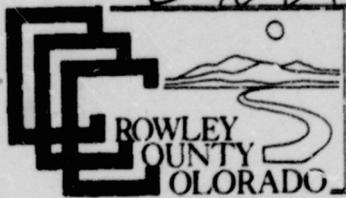
6-26-96

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84455

ENVIRONMENTAL MATERIALS



BOARD OF

94455

County Commissioners

CROWLEY COUNTY

ORDWAY, COLORADO 81067

HARRY DOAK, DIST. 1
(719) 446-5334

BLAINE ARBUTHNOT, DIST. 2
(719) 267-4491

MELVIN O'DAY, DIST. 3
(719) 267-4795

February 8, 1996

FD32760

Elaine K. Kaiser
UP/SP Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
12th and Constitution Avenue, Room 3219
Washington, D.C. 20423-0001



Dear Ms. Kaiser,

Rail line abandonments as planned as part of the proposed merger would create increased local truck traffic. The consolidation of rail yards and intermodal facilities would also add to the increase of local truck traffic. This additional traffic would cause increased deterioration of existing highways which are already in a deteriorated condition. This additional traffic would also cause increased accidents and fatalities. Foxley Cattle Company is a large feedlot feeding approximately 100,000 head of cattle on a daily basis. The majority of their feed grain is shipped via rail. The abandonment of this line would create an abundance of truck traffic thus causing overuse of the existing roadways.

The rail is responsible for transporting a majority of the hazardous waste that is transported through our county. The abandonment would probably cause the shipment of such materials on our roadways which would increase the risk of a toxic spill and hazard to many of our citizens.

All of the additional road traffic the abandonment of the existing rail line would create, could also create an emission problem. Crowley County is located on the eastern plain with the Rocky Mountains within one hundred miles. This emission problem could potential cause a health hazard to the citizens of Crowley County.

Sincerely,

Melvin O'Dea
Melvin O'Dea
Chairman

Item No. _____

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Jun # 197



STB

FD

• 32760

6-26-96

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• 84453

ENVIRONMENTAL MATERIALS

84453

State of New Mexico
ENVIRONMENT DEPARTMENT
Harold Runnels Building
1190 St. Francis Drive, P.O. Box 26110
Santa Fe, New Mexico 87502
(505) 827-0187

MARK E. WEIDLER
SECRETARY

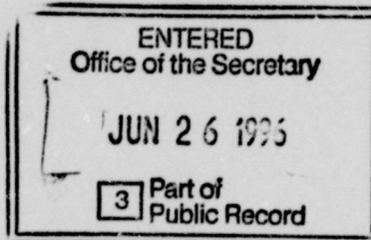
EDGAR T. THORNTON, III
DEPUTY SECRETARY



GARY E. JOHNSON
GOVERNOR

February 14, 1996

Elaine K. Kaiser
UP/SP Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
12th and Constitution Avenue, Room 3219
Washington, D.C. 20423-0001



Attention: Finance Docket No. 32760 - Comments

The New Mexico Environment Department (NMED) appreciates the opportunity to submit comments on the potential environmental impacts of the control and merger application between the Union Pacific and Southern Pacific Railroads.

Attachment 1, for the State of New Mexico, indicated there will be no increased activities at rail yards, intermodal facilities, rail line abandonments, or new rail line construction on new rights-of-way.

The proposed corridor upgrades in New Mexico indicate possible construction of additional track along existing rights-of-way. These proposed upgrades may require permits from the U.S. Environmental Protection Agency (USEPA) and the U.S Army Corps of Engineers (COE).

The USEPA administers a Clean Water Act (CWA), Section 402, National Pollutant Discharge Elimination System (NPDES) stormwater permit. This permit is required for construction activities totaling 5 acres or more.

In addition, any excavation or placement of fill which has taken place or will take place in ephemeral drainages may require a Clean Water Act (CWA), Section 404, permit from the COE. The Permittee should contact the COE Regulatory Branch in Albuquerque regarding these requirements.

Thank you again for the opportunity to comment.

Sincerely

Jim Piatt, Chief
Surface Water Quality Bureau
New Mexico Environment Department



Item No. _____
Page Count 1
Jun 27 1996

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ENVIRONMENTAL MATERIALS

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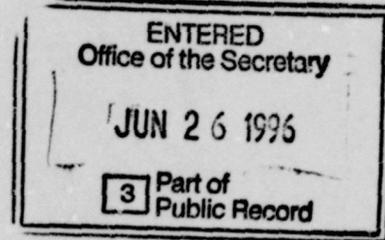


NEBRASKA STATE HISTORICAL SOCIETY

1500 R STREET, P.O. BOX 82554, LINCOLN, NE 68501-2554
(402) 471-3270 Fax: (402) 471-3100 Museum Fax: (402) 471-3314

February 21, 1996

Ms. Elaine K. Kaiser
US/SP Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
12th and Constitution Avenue, Room 3219
Washington, DC 20423-0001



Attention: Finance Docket No. 32760 - Comments (HP #9512-004-01)

Dear Ms. Kaiser:

We concur that no historic context property resources will be effected by the proposed project. Therefore, according to 36 CFR 800. the project may proceed as planned.

If you have any questions concerning this review, please contact Greg Miller at (402) 471-4775.

Sincerely

L. Robert Puschendorf
Deputy State Historic Preservation Officer

BRDO



Item No. _____

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Jun # 194

STB

FD

• 32760

6-26-96

K

• 84450

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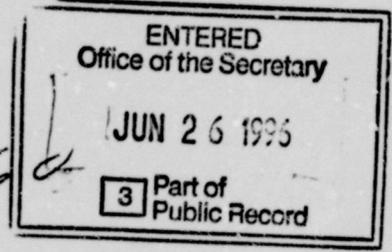
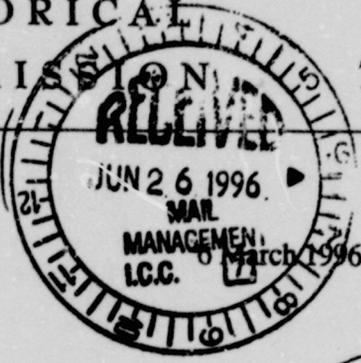


TEXAS HISTORICAL COMMISSION

George W. Bush • Governor
John L. Nau, III • Chairman
Curtis Tunnell • Executive Director

The State Agency for Historic Preservation

ENVIRONMENTAL MATERIALS



FD 3276

Ms. Elaine K. Kaiser
Chief, Section of Environmental Analysis
Surface Transportation Board
Washington, D.C. 20423-0001

Re: Union Pacific and Southern Pacific Railroad merger (ICC, F2, F10)

Dear Ms. Kaiser:

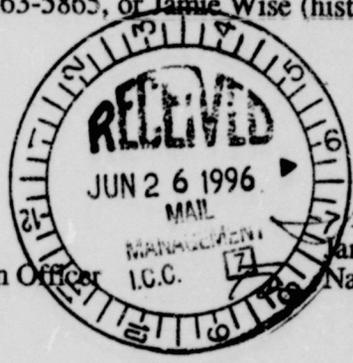
Thank you for the opportunity to review the project referenced above. Our office needs more information before we can comment on this project under Section 106 of the National Historic Preservation Act. Specifically, please provide your agency's assessment of the effects that this federal undertaking will have on cultural resources in accordance with 36CFR800.4.

It is our understanding that Union Pacific Railroad Company and Southern Pacific Transportation Company has subcontracted with Antiquities Planning & Consulting through their prime contractor, Dames & Moore to provide this assessment of effects on cultural resources for their application package to your agency. The assessment of effects should include comments regarding bridges and overpasses (steel, concrete, masonry), depots, culverts, archeological sites, and potential for archeological sites to be present in the project's Area of Potential Effects that are eligible, or potentially eligible for listing in the National Register of Historic Places.

We look forward to reviewing this project upon receipt of the requested additional information. If you have any questions, please contact the reviewers of this project, Sergio Iruegas (archeological), at 512/463-5865, or Jamie Wise (historic structures) at 512/463-6013.

Sincerely,

[Signature]
James E. Bruseth, Ph.D.
Deputy State Historic Preservation Officer



[Signature]
James W. Steely, DSHPO
National Register Department

JEB/TKP/SI

Item No. _____

Page Count 1
Item # 193

DEPARTMENT OF ANTIQUITIES PROTECTION

STB FD

• 32760

6-26-96

K

• 84445



ENVIRONMENTAL MATERIALS
84445

MACOUPIN COUNTY BOARD

P.O. Box 535 • CARLINVILLE, IL 62626 • TELEPHONE 217/854/3341 • FAX 217/854/6861

DON B. "PETE" DENBY, JR.
CHAIRMAN

LANCE B. JUBELT
VICE CHAIRMAN

JOHN J. SARACCO
CLERK

BOARD MEMBERS

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LEE MORGAN
JOE JOHN ODORIZZI

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JOHN CAVENY
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MARGIE CHRISTOPHER
PAUL QUIRK
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MICHAEL ALLAN ZIPPAY

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RICHARD MITCHELL
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District 6
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ROBERT K. QUARTON

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MARVIN PAYNE
FRED SNODGRASS, SR.

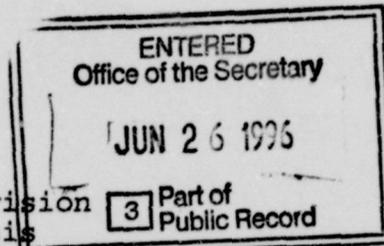
District 8
DARRELL BELLM
BILL GRIFFITH
KENNETH DUGAN

E. ARMOUR
DON B. DENBY, JR.
VIVIAN J. MALHAM

FD 32760

February 13, 1996

Elaine K. Kaiser
UP/SP Environmental Project Division
Section of Environmental Analysis
Surface Transportation Board
12th & Constitution Ave., Room 3219
Washington, D.C. 20423-0001



Dear Ms. Kaiser:

It is the opinion of the Macoupin County Board that the proposed closing and new construction you describe in Macoupin County, will have no adverse environmental effect on the citizens or property in Macoupin County.

Sincerely,

Don B. "Pete" Denby, Jr.
Chairman of the Board
County of Macoupin

DBD:cjt



Item No. _____

Page Count 1

189

STB FD

32760

6-25-96

K

84428

ENVIRONMENTAL MATERIALS

84428

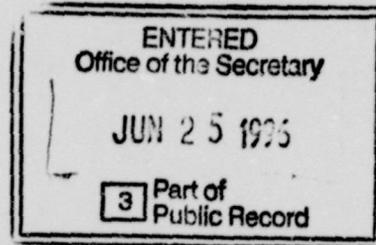
KEITH W. SPROUSE

MARSHALL COUNTY COUNSELOR
1201 BROADWAY STREET
POST OFFICE DRAWER NO. 69
MARYSVILLE, KANSAS 66508

Telephone (913) 562-5361
Fax (913) 562-5685

February 17, 1996

Elaine K. Kaiser
UP/SP Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
12th and Constitution Avenue, Rm. 3219
Washington, D. C. 20423-0001



ATTENTION: Finance Docket No. 32760 - Comments

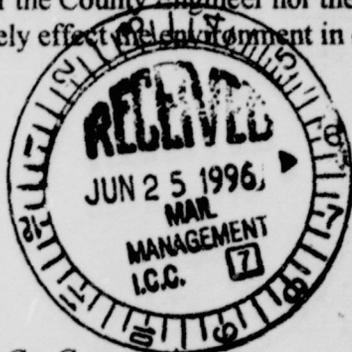
RE: Marshall County, Kansas
UP/SP Merger

Dear Ms. Kaiser:

The Board of County Commissioners of Marshall County, Kansas have ask me to reply to your recent inquiry regarding the environmental impact on Marshall County which might result in the event the merger is approved.

The Resident County Engineer and I have reviewed the information which you provided, and it appears that the only change in proximity to our County would be possible increased rail traffic on the existing line from Valley, Nebraska to Marysville, Kansas.

Neither the County Engineer nor the Board of County Commissioners believe this would adversely effect the environment in our county.



Sincerely,

Keith W. Sprouse

cc: Co. Commissioners
Co. Engineer

Item No. _____
Page Count 1
#179

STB

FD

• 32760

6-25-96

K

• 84421



STATE OF

IOWA

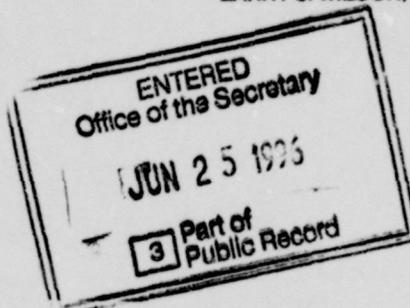
TERRY E. BRANSTAD, GOVERNOR

ENVIRONMENTAL 84421
MATERIALS

DEPARTMENT OF NATURAL RESOURCES
LARRY J. WILSON, DIRECTOR

March 1, 1996

Elaine K. Kaiser
US/SP Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
12th & Constitution Avenue, Room 3219
Washington, D.C. 20423-0001



Item No. _____
Page Count 1
JUN 17 1996

RE: Finance Docket No. 32760 - Comments

Dear Ms. Kaiser:

Thank you for inviting our comments on the impact of the above referenced project on protected species and rare natural communities.

We have searched our records of the project area and found no records of rare species or significant natural communities. While our data are not the result of thorough field surveys, based on our knowledge of the site and the project, we do not think the project will affect protected species or rare natural communities. Thus, we do not recommend further field surveys of the site.

This letter is a record of review for protected species and rare natural communities in the project area. It does not constitute a permit and before proceeding with the project, you may need to obtain permits from the DNR or other state and federal agencies.

If you have any questions about this letter or if you require further information, please contact Daryl Howell at (515) 281-8524.

Sincerely,

LARRY J. WILSON, DIRECTOR
IOWA DEPARTMENT OF NATURAL RESOURCES

LJW:sib



STB FD 32760

6-6-96

K 84257

6/6/96 10:53:53 AM

 **DAMES & MOORE**

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008
(847) 228-0707 FAX: (847) 228-1115
April 3, 1996

Mr. Tom Greenland
Union Pacific Railroad Company
1416 Dodge Street
Omaha, Nebraska 68179

84257

Item No. _____

Page Count 36

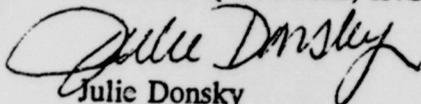
JUNE 1996 #104

Re: Comments from Agencies
Union Pacific/Southern Pacific Merger
Environmental Report

Dear Tom:

Please find enclosed one copy of letters (agency comments regarding UP/SP merger notification) received between March 15 and April 2, 1996. We will continue to send any additional letters, which we may receive to you. If you have any questions, please feel free to contact me at (847) 228-0707 ext. 364.

Sincerely,
DAMES & MOORE, INC.



Julie Donsky
Project Manager

cc: D. Hargis, D&M
J. Feigenbaum, D&M

409/598-3863
Fax 409/598-3146

4/6/96 10:31:04 AM
Floyd A. "Dock" Watson

COUNTY JUDGE - SHELBY COUNTY

200 San Augustine St., Box 6
Center, Texas 75935



March 29, 1996

Dames & Moore
One Continental Towers
1701 Golf Road, Suite 1000
Rolling Meadows, Illinois 60008

Attention: Julie Donsky, Environmental Scientist

Dear Ms. Donsky:

Thank you for your letter of March 26, 1996 in regard to the Environmental Report prior to the merging of the Southern Pacific and Union Pacific Railroads.

As far as we can tell at this time, there will be no concerns in the Shelby County area. The track running from Shreveport, Louisiana to Lufkin, Texas runs in the far northwest corner of the county and continues along the Shelby-Panola County line until it runs into Louisiana.

As was mentioned in our previous letter, the crossings here in Shelby County are so obscure due to the underbrush in some areas, they are hazardous.

Thank you for your concern in our county.

Sincerely,

Floyd A. Watson
County Judge
Shelby County

FAW:ph

6/4/96 10:44:55 AM



REPLY TO
ATTENTION OF.

DEPARTMENT OF THE ARMY
GALVESTON DISTRICT, CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77583-1229

March 25, 1996

Environmental
Resources Branch

Ms. Julie Donsky
Environmental Scientist
Dames & Moore
1701 Golf Road
Suite 1000
Rolling Meadows, Illinois 60008

Dear Ms. Donsky:

This is in response to your letter with accompanying information and maps concerning construction projects proposed in an addendum to the Environmental Report which is part of the application for merger of Union Pacific and Southern Pacific railroads. The proposed projects are construction of a new connection involving a timber crossing in the City of Robstown, Nueces County, Texas and installation of two No. 10 turnouts in the City of Sealy, Austin County, Texas. After consideration by elements of the Planning, Engineering, and Construction-Operations Divisions, our only comment is that neither of the proposed projects appears to require a Department of the Army permit.

We appreciate the opportunity to review and comment upon the proposed projects and trust that this response facilitates your preparation of the addendum to the Environmental Report.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard Medina", is positioned above the typed name.

Richard Medina
Chief, Environmental
Resources Branch

4/6/96 10:54:19 am



United States
Department of
Agriculture

Soil
Conservation
Service

101 South Main Street
Temple, Texas
76501-7682

March 18, 1996

Ms. Julie Donsky
Environmental Scientist
Dames & Moore
One Continental Towers
1701 Golf Road, Suite 1000
Rolling Meadows, Illinois 60008

Dear Ms. Donsky:

We have reviewed your letter and its attachments dealing with Dames & Moore's addendum to its Environmental Report in the application for merger of the Union Pacific and Southern Pacific Railroads.

The areas of interest in Robstown, Texas, and Sealy, Texas, have previously been dedicated to urban and industrial land uses; therefore, these undertakings will have no adverse impact on agricultural lands.

Thank you for allowing us to comment on this proposed merger.

Sincerely,

FOR

HARRY W. ONETH
State Conservationist

cc: Dexter Svetlik, ASTC for Field Operations,
NRCS, Corpus Christi
Charles R. Terrell, Natl. Envir. Coord., Washington, DC



The Soil Conservation Service
is an agency of the
Department of Agriculture

AN EQUAL OPPORTUNITY EMPLOYER

6/6/96 10:08:47 AM



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
LITTLE ROCK DISTRICT, CORPS OF ENGINEERS
POST OFFICE BOX 867
LITTLE ROCK, ARKANSAS 72203-0867

CESWL-PL

7 March 1996

MEMORANDUM FOR Commander, Memphis District, ATTN: CELMM-PD
167 North Main Street, Room 202
Memphis, Tennessee 38103-1894

SUBJECT: Transfer Letter Pertaining to Your District

The subject letter concerning the construction of two existing rail lines for the Union Pacific and Southern Pacific Railroads, Crittenden County, Arkansas, in your District is enclosed for your response.

Please send comments to Dames and Moore, Inc.

FOR THE COMMANDER:

"SIGNED"

ENCL

KENNETH W. CARTER
Chief, Planning Division

CF:
Dames and Moore
One Continental Towers
1701 Golf Road, Suite 1000
Rollings Meadows, Illinois 60008

FACSIMILE TRANSMITTAL HEADER SHEET

For use of this form, see AR 25-11; the procuring agency is ODTSC4

COMMAND/ OFFICE	J E SYMBOL	OFFICE TELEPHONE NO. (AUTOVON/Comm.)	FAX NO. (AUTOVON/Comm.)
FROM: U.S. ARMY CORPS OF ENGINEERS, MEMPHIS DISTRICT MEMPHIS, TN 38103-1894	PLANNING DIV. ENVIRONMENTAL ANALYSIS CELMY-PD-R	901/544-3857	901/544-3955
TO: Dames & Moore Rolling Meadows IL.	Julie Donsky Env. Sci.	847-228-0707	847-228-1115

CLASSIFICATION	PRECEDENCE	NO. PAGES (Including this Header)	DATE-TIME	MONTH	YEAR	RELEASER'S SIGNATURE
U	2		26/	03	96	Michael P. Hite

REMARKS Re: Your letter dated 26 Feb. '96 for "Bridge Funding" proposal, Union Pacific & So. Pacific Railroads in Crittendon County Ark. We have no further comment in addition to those provided.

Space Below For Communications Center Use Only

in our letter dated 14 March 1996.

6/4/96 11:16:38 AM



United States
Department of
Agriculture

Natural
Resources
Conservation
Service

2121-C Second Street, Suite 102
Davis, CA 95616
(916) 757-8200

March 8, 1996

Julie Donsky
Environmental Specialist
Dames and Moore Inc.
1701 Golf Road, Suite 1000
Rolling Meadows, IL 60008

Dear Ms. Donsky:

I am responding to your letter of February 26, 1996, pertaining to a request for environmental information concerning the potential merger of the Union Pacific and Southern Pacific Railroads.

The Natural Resources Conservation Service is primarily concerned with the impact of actions which relate to Prime Farmlands. Accordingly, I am forwarding your request to our Stockton field office so they may comment on that subject. I suggest you contact the following agencies for other information you seek:

1. Protected Species: U.S. Fish and Wildlife Service or California Department of Fish and Game.
2. Critical Habitats: Same as above.
3. Location of Parks and Refuges: Consult map of area, National Park Service, etc.
4. Citations re: Permits/Approval authority - State of CA.

I trust this information will be of value to you.

Sincerely

CHUCK BELL
State Resource Conservationist

cc:

John Beyer, Area Conservationist, NRCS, Fresno, CA
Dave Simpson, District Conservationist, NRCS, Stockton, CA

6/6/96 11:12:03 AM

DAMES & MOORE

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008
(847) 228-0707 FAX: (847) 228-1115

February 26, 1995

U.S. FISH AND WILDLIFE SERVICE
Region 4
Richard B. Russell Federal Bdg., Rm. 1200
1875 Century Boulevard, Suite 200
Atlanta, GA 30345

RECEIVED

MAR - 6 1996

U.S. FISH & WILDLIFE SERVICE
VICKSBURG, MS

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show additional construction projects which have been identified within your state.

To prepare our addendum to the Environmental Report, we are requesting that you inform us of any concerns you have and provide information regarding:

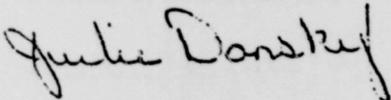
- protected species information (State, Federal) within 5 miles of each site.
- listing of critical habitats within 5 miles of each site.
- locations of parks and refuges in proximity to the proposed projects.
- citations to any permitting/approval authority which you believe your state has over the actions identified.
- any other information you would like to provide regarding environmental matters or local concerns at these sites.

We would appreciate receiving the requested information at your earliest convenience. We would further appreciate it if the information could be supplied in writing or orally to the undersigned at the address and phone/fax numbers on this letterhead.

We very much appreciate your assistance.

Very truly yours,

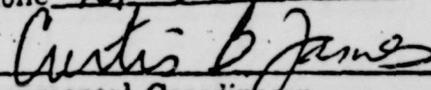
DAMES & MOORE, INC.



Julie Donsky
Environmental Scientist

No federally listed endangered,
threatened or candidate species present

Site may contain wetlands. Contact
Corps of Engineers for necessary permits.
(telephone 901-544-3471)


Environmental Coordinator
U.S. Fish and Wildlife Service

Log# 96-351

3/12/96
Date

6/6/96 11:18:57AM

Arkansas.

THE NATURAL STATE



**DEPARTMENT OF
PARKS & TOURISM**

One Capitol Mall
Little Rock, AR 72201
Phone: 501-682-7777
FAX: 501-682-1364
History Commission:
501-682-6900 (V/TT)
Personnel Section:
501-682-7742 (V/TT)
State Parks Division:
501-682-1191 (V/TT)
Tourism Division:
501-682-7777 (V/TT)
Internet Addresses:
<http://www.dnc.com/arkansas>
<http://www.state.ar.us>
74143.456@compuserve.com

Jim Guy Tucker
GOVERNOR

Richard W. Davies
EXECUTIVE DIRECTOR

**STATE PARKS,
RECREATION
& TRAVEL
COMMISSION:**

- Ana Kay Matteson
CHAIRMAN
- Danny Ford
VICE-CHAIRMAN
- Jane Christenson
- Steve Chyrchal
- Ed Folwell
- Jim Gaston
- Billy Lindsey
- Montine McNulty
- Dean Murphy
- Billy St. James
- Ness Sechrest
- J.D. "Bud" Shamburger
- Ovid Switzer
- Charles Yeorgan

DIVISION DIRECTORS:

- Larry Cargile
ADMINISTRATION
- Greg Butts
STATE PARKS
- Joe David Rice
TOURISM
- Nancy Clark
GREAT RIVER ROAD
- John L. Ferguson
HISTORY COMMISSION

Anita Middleton
KEEP ARKANSAS
BEAUTIFUL

AN EQUAL
OPPORTUNITY/
AFFIRMATIVE ACTION/
AMERICANS WITH
DISABILITIES ACT
EMPLOYER

March 15, 1996

Ms. Julie Donsky, Environmental Scientist
Dames and Moore
One Continental Towers
1701 Golf Road, Suite 1000
Rolling Meadows, Illinois 60008

Dear Ms. Donsky:

Enclosed is the information your requested for the addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads.

Attached is an inventory of all parks in that area.

Sincerely,

Bryan Kellar, Director
Outdoor Park Recreation Grants

BK:wb

Enclosure

12:36:28 PM

DOES LOCALITY HAVE LAND OR. FAC.?

NAME OF PARK/REC SITE Hicks Park

CLOSEST MAJOR HIGHWAY

SITE LOCATION/ADDRESS South 25th Street

OPER. BODY City

COUNTY Crittenden

CITY West Memphis

OPER. AGENCY City of West Memphis

OWNER City of West Memphis

CONTACT PERSON Scott McKinney-Parks and Recreation

LAST INV. DATE 7/93,

PHONE NUMBER 732-7610

US CONGRESS. DIST. 1 - Lambert

STATE SEN. DIST.

STATE REP. DIST.

SIZE OF THE AREA

Recreational Land Area (acres)	_____	1.4
Recreational Water Area (acres)	_____	0

PLAYING FIELDS

Baseball/softball fields - unlighted (number)	_____	0
Baseball/softball fields - lighted (number)	_____	1
Open Play Fields (number)	_____	1
Soccer Fields (number)	_____	0

COURTS

Tennis Courts - Unlighted (number)	_____	1
Tennis Courts - Lighted (number)	_____	0
Basketball Goals - Unlighted (number)	_____	6
Basketball Goals - Lighted (number)	_____	4

GOLF

Golf Course (number of holes)	_____	0
Miniature Golf/Putt-Putt Courses (number)	_____	0
Golf Driving Ranges (number)	_____	0

SWIMMING

Swimming (number of pools)	_____	0
Swimming (total sq. ft. area of pools)	_____	0
Non-Pool Swimming Areas (number)	_____	0

PLAYGROUNDS

Equipped Playgrounds (number)	_____	1
Equipped Tot Lots (number)	_____	1

TRAILS

Hiking/Nature Trails (number)	_____	0
Hiking/Nature Trails (miles)	_____	0
Hiking/Nature Trails (names)	_____	
Running/Jogging Trails (number)	_____	0
Running/Jogging Trails (miles)	_____	0
Running/Jogging Trails (names)	_____	

Exercise Trails/Fitness Course (number)	_____	0
Is there a Running Track at the Site?	_____	No

TRAILS (cont'd)

Bicycle Trails (number) _____ ()
Bicycle Trails (miles) _____ ()
Bicycle Trails (names) _____ ()

ORV Trails (number) _____ ()
ORV Trails (miles) _____ ()
ORV Trails (names) _____ ()

Horse Trails (number) _____ ()
Horse Trails (names) _____ ()

Horse Trails (miles) _____ ()

WATER ACCESS

Fishing (surface acres of water) _____ ()
Fishing Piers or Docks (total number) _____ ()
Are there Handicap. Access. Piers/Docks at the Site? _____ No
Boating (number of launching ramps) _____ 0
Marina (number of slips or stalls) _____ 0

CAMPING

Camping - RV/Trailer Sites (number) _____ 0
Camping - Tent Sites (number) _____ 0
Camping - Cabins/Shelters (number) _____ 0
Camping - Primitive (acres) _____ 0

PICNIC FACILITIES

Picnic Tables (number) _____ 6
Picnic Shelters/Pavilions (number) _____ 1
Are there Handicap. Access. Picnic Facilities at the Site? _____ Yes

RANGES

Rifle/Pistol Ranges (number of positions) _____ 0
Skeet/Trap Ranges (number of positions) _____ 0
Archery Ranges (number of positions) _____ 0

OTHER FACILITIES

Is there a Rodeo Arena at the Site? _____ No
Amphitheater (number) _____ 0
Arboretum (number) _____ 0
Vehicle Parking (number of spaces) _____ 14
Are Handicap. Parking Spaces Available? _____ Yes
Are Restroom Facilities Available at the Site? _____ Yes
Are the Restroom Facilities Handicap Accessible? _____ Yes
Are there Water Fountains Located at this Site? _____ Yes
Concession Stands/Snack Bars _____ 0
Is there a Community/Recreation Center on the Site? _____ No

Comments?

12:36:28 PM

DOES LOCALITY HAVE LAND OR. FAC.?

NAME OF PARK/REC SITE Grimsley Park

CLOSEST MAJOR HIGHWAY

SITE LOCATION\ADDRESS North Balfour Road

OPER. BODY City

COUNTY Crittenden

CITY West Memphis

OPER. AGENCY City of West Memphis

OWNER City of West Memphis

CONTACT PERSON Scott McKinney-Park and Recreation

LAST INV. DATE 7/93,

PHONE NUMBER 732-7610

US CONGRESS. DIST. 1 - Lambert

STATE SEN. DIST.

STATE REP. DIST.

SIZE OF THE AREA

Recreational Land Area (acres) _____

6.5

Recreational Water Area (acres) _____

0

PLAYING FIELDS

Baseball/softball fields - unlighted (number) _____

1

Baseball/softball fields - lighted (number) _____

0

Open Play Fields (number) _____

1

Soccer Fields (number) _____

1

COURTS

Tennis Courts - Unlighted (number) _____

1

Tennis Courts - Lighted (number) _____

0

Basketball Goals - Unlighted (number) _____

2

Basketball Goals - Lighted (number) _____

0

GOLF

Golf Course (number of holes) _____

0

Miniature Golf/Putt-Putt Courses (number) _____

0

Golf Driving Range (number) _____

0

SWIMMING

Swimming (number of pools) _____

0

Swimming (total sq. ft. area of pools) _____

0

Non-Pool Swimming Areas (number) _____

0

PLAYGROUNDS

Equipped Playgrounds (number) _____

1

Equipped Tot Lots (number) _____

1

TRAILS

Hiking/Nature Trails (number) _____

0

Hiking/Nature Trails (miles) _____

0

Hiking/Nature Trails (names) _____

Running/Jogging Trails (number) _____

0

Running/Jogging Trails (miles) _____

0

Running/Jogging Trails (names) _____

Exercise Trails/Fitness Course (number) _____

0

Is there a Running Track at the Site? _____

No

TRAILS (cont'd)

Bicycle Trails (number) _____	0
Bicycle Trails (miles) _____	0
Bicycle Trails (names) _____	
ORV Trails (number) _____	0
ORV Trails (miles) _____	0
ORV Trails (names) _____	
Horse Trails (number) _____	0
Horse Trails (names) _____	
Horse Trails (miles) _____	0

WATER ACCESS

Fishing (surface acres of water) _____	0
Fishing Piers or Docks (total number) _____	0
Are there Handicap. Access. Piers/Docks at the Site? _____	No
Boating (number of launching ramps) _____	0
Marina (number of slips or stalls) _____	0

CAMPING

Camping - RV/Trailer Sites (number) _____	0
Camping - Tent Sites (number) _____	0
Camping - Cabins/Shelters (number) _____	0
Camping - Primitive (acres) _____	0

PICNIC FACILITIES

Picnic Tables (number) _____	8
Picnic Shelters/Pavilions (number) _____	1
Are there Handicap. Access. Picnic Facilities at the Site? _____	Yes

RANGES

Rifle/Pistol Ranges (number of positions) _____	0
Skeet/Trap Ranges (number of positions) _____	0
Archery Ranges (number of positions) _____	0

OTHER FACILITIES

Is there a Rodeo Arena at the Site? _____	No
Amphitheater (number) _____	0
Arboretum (number) _____	0
Vehicle Parking (number of spaces) _____	25
Are Handicap. Parking Spaces Available? _____	Yes
Are Restroom Facilities Available at the Site? _____	Yes
Are the Restroom Facilities Handicap Accessible? _____	No
Are there Water Fountains Located at this Site? _____	Yes
Concession Stands/Snack Bars _____	0
Is there a Community/Recreation Center on the Site? _____	No
Comments? _____	

12:36:28 PM

DOES LOCALITY HAVE LAND OR. FAC?
NAME OF PARK/REC SITE 10th Street Mini-Park
CLOSEST MAJOR HIGHWAY

SITE LOCATION/ADDRESS Located at 10th and Jackson

OPER. BODY City

COUNTY Crittenden

CITY West Memphis

OPER. AGENCY City of West Memphis

OWNER City of West Memphis

CONTACT PERSON Scott McKinney-Parks and Recreation

LAST INV. DATE 7/93,

PHONE NUMBER 732-7610

US CONGRESS. DIST. 1 - Lambert

STATE SEN. DIST.

STATE REP. DIST.

SIZE OF THE AREA

Recreational Land Area (acres) _____ 0.12
Recreational Water Area (acres) _____ 0

PLAYING FIELDS

Baseball/softball fields - unlighted (number) _____ 0
Baseball/softball fields - lighted (number) _____ 0
Open Play Fields (number) _____ 0
Soccer Fields (number) _____ 0

COURTS

Tennis Courts - Unlighted (number) _____ 0
Tennis Courts - Lighted (number) _____ 0
Basketball Goals - Unlighted (number) _____ 0
Basketball Goals - Lighted (number) _____ 2

GOLF

Golf Course (number of holes) _____ 0
Miniature Golf/Putt-Putt Courses (number) _____ 0
Golf Driving Ranges (number) _____ 0

SWIMMING

Swimming (number of pools) _____ 0
Swimming (total sq. ft. area of pools) _____ 0
Non-Pool Swimming Areas (number) _____ 0

PLAYGROUNDS

Equipped Playgrounds (number) _____ 0
Equipped Tot Lots (number) _____ 0

TRAILS

Hiking/Nature Trails (number) _____ 0
Hiking/Nature Trails (miles) _____ 0
Hiking/Nature Trails (names) _____

Running/Jogging Trails (number) _____ 0
Running/Jogging Trails (miles) _____ 0
Running/Jogging Trails (names) _____

Exercise Trails/Fitness Course (number) _____ 0
Is there a Running Track at the Site? _____ No

TRAILS (cont'd)

Bicycle Trails (number) _____

Bicycle Trails (miles) _____

Bicycle Trails (names) _____

ORV Trails (number) _____

ORV Trails (miles) _____

ORV Trails (names) _____

Horse Trails (number) _____

Horse Trails (names) _____

Horse Trails (miles) _____

WATER ACCESS

Fishing (surface acres of water) _____

Fishing Piers or Docks (total number) _____

Are there Handicap. Access. Piers/Docks at the Site? _____

Boating (number of launching ramps) _____

Marina (number of slips or stalls) _____

CAMPING

Camping - RV/Trailer Sites (number) _____

Camping - Tent Sites (number) _____

Camping - Cabins/Shelters (number) _____

Camping - Primitive (acres) _____

PICNIC FACILITIES

Picnic Tables (number) _____

Picnic Shelters/Pavilions (number) _____

Are there Handicap. Access. Picnic Facilities at the Site? _____

RANGES

Rifle/Pistol Ranges (number of positions) _____

Skeet/Trap Ranges (number of positions) _____

Archery Ranges (number of positions) _____

OTHER FACILITIES

Is there a Rodeo Arena at the Site? _____

Amphitheater (number) _____

Arboretum (number) _____

Vehicle Parking (number of spaces) _____

Are Handicap. Parking Spaces Available? _____

Are Restroom Facilities Available at the Site? _____

Are the Restroom Facilities Handicap Accessible? _____

Are there Water Fountains Located at this Site? _____

Concession Stands/Snack Bars _____

Is there a Community/Recreation Center on the Site? _____

Comments? _____

12:36:28 PM DOES LOCALITY HAVE LAND OR. FAC.?

NAME OF PARK/REC SITE Willie Mae Rowe Park
CLOSEST MAJOR HIGHWAY

SITE LOCATION/ADDRESS N. 11th Street

OPER. BODY City

COUNTY Crittenden

CITY West Memphis

OPER. AGENCY City of West Memphis

OWNER City of West Memphis

CONTACT PERSON Scott McKinney-Park and Recreation

LAST INV. DATE 7/93,

PHONE NUMBER 732-7610

US CONGRESS. DIST. 1 - Lambert

STATE SEN. DIST.

STATE REP. DIST.

SIZE OF THE AREA

Recreational Land Area (acres) _____ 0.3
Recreational Water Area (acres) _____ 0

PLAYING FIELDS

Baseball/softball fields - unlighted (number) _____ 0
Baseball/softball fields - lighted (number) _____ 0
Open Play Fields (number) _____ 0
Soccer Fields (number) _____ 0

COURTS

Tennis Courts - Unlighted (number) _____ 0
Tennis Courts - Lighted (number) _____ 0
Basketball Goals - Unlighted (number) _____ 0
Basketball Goals - Lighted (number) _____ 4

GOLF

Golf Course (number of holes) _____ 0
Miniature Golf/Putt-Putt Courses (number) _____ 0
Golf Driving Ranges (number) _____ 0

SWIMMING

Swimming (number of pools) _____ 0
Swimming (total sq. ft. area of pools) _____ 0
Non-Pool Swimming Areas (number) _____ 0

PLAYGROUNDS

Equipped Playgrounds (number) _____ 1
Equipped Tot Lots (number) _____ 0

TRAILS

Hiking/Nature Trails (number) _____ 0
Hiking/Nature Trails (miles) _____ 0
Hiking/Nature Trails (names) _____

Running/Jogging Trails (number) _____ 0
Running/Jogging Trails (miles) _____ 0
Running/Jogging Trails (names) _____

Exercise Trails/Fitness Course (number) _____ 0
Is there a Running Track at the Site? _____ No

TRAILS (cont'd)

Bicycle Trails (number) _____ 0
Bicycle Trails (miles) _____ 0
Bicycle Trails (names) _____

ORV Trails (number) _____ 0
ORV Trails (miles) _____ 0
ORV Trails (names) _____

Horse Trails (number) _____ 0
Horse Trails (names) _____

Horse Trails (miles) _____ 0

WATER ACCESS

Fishing (surface acres of water) _____ 0
Fishing Piers or Docks (total number) _____ 0
Are there Handicap. Access. Piers/Docks at the Site? _____ No
Boating (number of launching ramps) _____ 0
Marina (number of slips or stalls) _____ 0

CAMPING

Camping - RV/Trailer Sites (number) _____ 0
Camping - Tent Sites (number) _____ 0
Camping - Cabins/Shelters (number) _____ 0
Camping - Primitive (acres) _____ 0

PICNIC FACILITIES

Picnic Tables (number) _____ 4
Picnic Shelters/Pavilions (number) _____ 1
Are there Handicap. Access. Picnic Facilities at the Site? _____ Yes

RANGES

Rifle/Pistol Ranges (number of positions) _____ 0
Skeet/Trap Ranges (number of positions) _____ 0
Archery Ranges (number of positions) _____ 0

OTHER FACILITIES

Is there a Rodeo Arena at the Site? _____ No
Amphitheater (number) _____ 0
Arboretum (number) _____ 0
Vehicle Parking (number of spaces) _____ 5
Are Handicap. Parking Spaces Available? _____ Yes
Are Restroom Facilities Available at the Site? _____ Yes
Are the Restroom Facilities Handicap Accessible? _____ Yes
Are there Water Fountains Located at this Site? _____ Yes
Concession Stands/Snack Bars _____ 0
Is there a Community/Recreation Center on the Site? _____ No

Comments?

12:36:28 PM

DOES LOCALITY HAVE LAND OR. FAC.?

NAME OF PARK/REC SITE Horton Park

CLOSEST MAJOR HIGHWAY

SITE LOCATION/ADDRESS East Barton Road

OPER. BODY City

COUNTY Crittenden

CITY West Memphis

OPER. AGENCY City of West Memphis

OWNER City of West Memphis

CONTACT PERSON Scott McKinney

LAST INV. DATE 7/93,

PHONE NUMBER 732-7610

US CONGRESS. DIST. 1 - Lambert

STATE SEN. DIST.

STATE REP. DIST.

SIZE OF THE AREA

Recreational Land Area (acres) _____ 0.3

Recreational Water Area (acres) _____ 0

PLAYING FIELDS

Baseball/softball fields - unlighted (number) _____ 0

Baseball/softball fields - lighted (number) _____ 0

Open Play Fields (number) _____ 1

Soccer Fields (number) _____ 0

COURTS

Tennis Courts - Unlighted (number) _____ 0

Tennis Courts - Lighted (number) _____ 2

Basketball Goals - Unlighted (number) _____ 0

Basketball Goals - Lighted (number) _____ 1

GOLF

Golf Course (number of holes) _____ 0

Miniature Golf/Putt-Putt Courses (number) _____ 0

Golf Driving Ranges (number) _____ 0

SWIMMING

Swimming (number of pools) _____ 0

Swimming (total sq. ft. area of pools) _____ 0

Non-Pool Swimming Areas (number) _____ 0

PLAYGROUNDS

Equipped Playgrounds (number) _____ 0

Equipped Tot Lots (number) _____ 0

TRAILS

Hiking/Nature Trails (number) _____ 0

Hiking/Nature Trails (miles) _____ 0

Hiking/Nature Trails (names) _____

Running/Jogging Trails (number) _____ 0

Running/Jogging Trails (miles) _____ 0

Running/Jogging Trails (names) _____

Exercise Trails/Fitness Course (number) _____ 0

Is there a Running Track at the Site? _____ No

TRAILS (cont'd)

Bicycle Trails (number)	_____	0
Bicycle Trails (miles)	_____	0
Bicycle Trails (names)	_____	
ORV Trails (number)	_____	0
ORV Trails (miles)	_____	0
ORV Trails (names)	_____	
Horse Trails (number)	_____	0
Horse Trails (names)	_____	
Horse Trails (miles)	_____	0

WATER ACCESS

Fishing (surface acres of water)	_____	0
Fishing Piers or Docks (total number)	_____	0
Are there Handicap. Access. Piers/Docks at the Site?	_____	No
Boating (number of launching ramps)	_____	0
Marina (number of slips or stalls)	_____	0

CAMPING

Camping - RV/Trailer Sites (number)	_____	0
Camping - Tent Sites (number)	_____	0
Camping - Cabins/Shelters (number)	_____	0
Camping - Primitive (acres)	_____	0

PICNIC FACILITIES

Picnic Tables (number)	_____	6
Picnic Shelters/Pavilions (number)	_____	1
Are there Handicap. Access. Picnic Facilities at the Site?	_____	Yes

RANGES

Rifle/Pistol Ranges (number of positions)	_____	0
Skeet/Trap Ranges (number of positions)	_____	0
Archery Ranges (number of positions)	_____	0

OTHER FACILITIES

Is there a Rodeo Arena at the Site?	_____	No
Amphitheater (number)	_____	0
Arboretum (number)	_____	0
Vehicle Parking (number of spaces)	_____	14
Are Handicap. Parking Spaces Available?	_____	Yes
Are Restroom Facilities Available at the Site?	_____	Yes
Are the Restroom Facilities Handicap Accessible?	_____	Yes
Are there Water Fountains Located at this Site?	_____	Yes
Concession Stands/Snack Bars	_____	0
Is there a Community/Recreation Center on the Site?	_____	No

Comments?

12:56:28
DOES LOCALITY HAVE LAND OR. ~~PLAC?~~
NAME OF PARK/REC SITE ~~Ma~~ ~~the~~ ~~s~~ Park
CLOSEST MAJOR HIGHWAY

SITE LOCATION/ADDRESS S. Van ~~der~~ ~~bilt~~ Street
OPER. BODY City

COUNTY Crittenden
OPER. AGENCY City of West Memphis
CONTACT PERSON Scott McKinney-~~P~~arks Director
PHONE NUMBER 732-7610
US CONGRESS. DIST. 1 - Lambert

CITY ~~West Memphis~~
OWNER City ~~of~~ West Memphis
LAST IN ~~STR.~~ DATE 75

STATE SEN. DIST. STATE E ~~151~~

SIZE OF THE AREA

Recreational Land Area (acres) _____
Recreational Water Area (acres) _____

PLAYING FIELDS

Baseball/softball fields - unlighted (number) _____
Baseball/softball fields - lighted (number) _____
Open Play Fields (number) _____
Soccer Fields (number) _____

COURTS

Tennis Courts - Unlighted (number) _____
Tennis Courts - Lighted (number) _____
Basketball Goals - Unlighted (number) _____
Basketball Goals - Lighted (number) _____

GOLF

Golf Course (number of holes) _____
Miniature Golf/Putt-Putt Courses (number) _____
Golf Driving Ranges (number) _____

SWIMMING

Swimming (number of pools) _____
Swimming (total sq. ft. area of pools) _____
Non-Pool Swimming Areas (number) _____

PLAYGROUNDS

Equipped Playgrounds (number) _____
Equipped Tot Lots (number) _____

TRAILS

Hiking/Nature Trails (number) _____
Hiking/Nature Trails (miles) _____
Hiking/Nature Trails (names) _____

Running/Jogging Trails (number) _____
Running/Jogging Trails (miles) _____
Running/Jogging Trails (names) _____

Exercise Trails/Fitness Course (number) _____
Is there a Running Track at the Site? _____

TRAILS (cont'd)

Bicycle Trails (number) _____	0
Bicycle Trails (miles) _____	0
Bicycle Trails (names) _____	
ORV Trails (number) _____	0
ORV Trails (miles) _____	0
ORV Trails (names) _____	
Horse Trails (number) _____	0
Horse Trails (names) _____	
Horse Trails (miles) _____	0

WATER ACCESS

Fishing (surface acres of water) _____	0
Fishing Piers or Docks (total number) _____	0
Are there Handicap. Access. Piers/Docks at the Site? _____	No
Boating (number of launching ramps) _____	0
Marina (number of slips or stalls) _____	0

CAMPING

Camping - RV/Trailer Sites (number) _____	0
Camping - Tent Sites (number) _____	0
Camping - Cabins/Shelters (number) _____	0
Camping - Primitive (acres) _____	0

PICNIC FACILITIES

Picnic Tables (number) _____	14
Picnic Shelters/Pavilions (number) _____	2
Are there Handicap. Access. Picnic Facilities at the Site? _____	Yes

RANGES

Rifle/Pistol Ranges (number of positions) _____	0
Skeet/Trap Ranges (number of positions) _____	0
Archery Ranges (number of positions) _____	0

OTHER FACILITIES

Is there a Rodeo Arena at the Site? _____	No
Amphitheater (number) _____	0
Arboretum (number) _____	0
Vehicle Parking (number of spaces) _____	0
Are Handicap. Parking Spaces Available? _____	No
Are Restroom Facilities Available at the Site? _____	Yes
Are the Restroom Facilities Handicap Accessible? _____	No
Are there Water Fountains Located at this Site? _____	Yes
Concession Stands/Snack Bars _____	1
Is there a Community/Recreation Center on the Site? _____	No
Comments? _____	

36:28 PM DOES LOCALITY HAVE LAND OR. FAC.?

NAME OF PARK\REC SITE Franklin Park

CLOSEST MAJOR HIGHWAY

SITE LOCATION\ADDRESS North Avalon Avenue

OPER. BODY City

COUNTY Crittenden

CITY West Memphis

OPER. AGENCY City of West Memphis

OWNER City of West Memphis

CONTACT PERSON Scott McKinney-Parks and Recreation

LAST INV. DATE 7/93,

PHONE NUMBER 732-7610

US CONGRESS. DIST. 1 - Lambert

STATE SEN. DIST.

STATE REP. DIST.

SIZE OF THE AREA

Recreational Land Area (acres) _____ 0.92

Recreational Water Area (acres) _____ 0

PLAYING FIELDS

Baseball/softball fields - unlighted (number) _____ 0

Baseball/softball fields - lighted (number) _____ 0

Open Play Fields (number) _____ 1

Soccer Fields (number) _____ 0

COURTS

Tennis Courts - Unlighted (number) _____ 0

Tennis Courts - Lighted (number) _____ 0

Basketball Goals - Unlighted (number) _____ 0

Basketball Goals - Lighted (number) _____ 1

GOLF

Golf Course (number of holes) _____ 0

Miniature Golf/Putt-Putt Courses (number) _____ 0

Golf Driving Ranges (number) _____ 0

SWIMMING

Swimming (number of pools) _____ 0

Swimming (total sq. ft. area of pools) _____ 0

Non-Pool Swimming Areas (number) _____ 0

PLAYGROUNDS

Equipped Playgrounds (number) _____ 1

Equipped Tot Lots (number) _____ 1

TRAILS

Hiking/Nature Trails (number) _____ 0

Hiking/Nature Trails (miles) _____ 0

Hiking/Nature Trails (names) _____

Running/Jogging Trails (number) _____ 0

Running/Jogging Trails (miles) _____ 0

Running/Jogging Trails (names) _____

Exercise Trails/Fitness Course (number) _____ 0

Is there a Running Track at the Site? _____ No

TRAILS (cont'd)

Bicycle Trails (number) _____ 0
Bicycle Trails (miles) _____ 0
Bicycle Trails (names) _____

ORV Trails (number) _____ 0
ORV Trails (miles) _____ 0
ORV Trails (names) _____

Horse Trails (number) _____ 0
Horse Trails (names) _____

Horse Trails (miles) _____ 0

WATER ACCESS

Fishing (surface acres of water) _____ 0
Fishing Piers or Docks (total number) _____ 0
Are there Handicap. Access. Piers/Docks at the Site? _____ No
Boating (number of launching ramps) _____ 0
Marina (number of slips or stalls) _____ 0

CAMPING

Camping - RV/Trailer Sites (number) _____ 0
Camping - Tent Sites (number) _____ 0
Camping - Cabins/Shelters (number) _____ 0
Camping - Primitive (acres) _____ 0

PICNIC FACILITIES

Picnic Tables (number) _____ 4
Picnic Shelters/Pavilions (number) _____ 0
Are there Handicap. Access. Picnic Facilities at the Site? _____ Yes

RANGES

Rifle/Pistol Ranges (number of positions) _____ 0
Skeet/Trap Ranges (number of positions) _____ 0
Archery Ranges (number of positions) _____ 0

OTHER FACILITIES

Is there a Rodeo Arena at the Site? _____ No
Amphitheater (number) _____ 0
Arboretum (number) _____ 0
Vehicle Parking (number of spaces) _____ 0
Are Handicap. Parking Spaces Available? _____ Yes
Are Restroom Facilities Available at the Site? _____ Yes
Are the Restroom Facilities Handicap Accessible? _____ Yes
Are there Water Fountains Located at this Site? _____ Yes
Concession Stands/Snack Bars _____ 0
Is there a Community/Recreation Center on the Site? _____ No

Comments? _____

12:36:28 PM DOES LOCALITY HAVE LAND OR. FAC.?

NAME OF PARK\REC SITE Hightower Park

CLOSEST MAJOR HIGHWAY

SITE LOCATION\ADDRESS Located at Broadway and 14th Street

OPER. BODY City

COUNTY Crittenden

CITY West Memphis

OPER. AGENCY City of West Memphis

OWNER City of West Memphis

CONTACT PERSON Scott McKinney

LAST INV. DATE 7/93,

PHONE NUMBER 732-7610

US CONGRESS. DIST. 1 - Lambert

STATE SEN. DIST.

STATE REP. DIST.

SIZE OF THE AREA

Recreational Land Area (acres) _____ 0.34

Recreational Water Area (acres) _____ 0

PLAYING FIELDS

Baseball/softball fields - unlighted (number) _____ 0

Baseball/softball fields - lighted (number) _____ 0

Open Play Fields (number) _____ 1

Soccer Fields (number) _____ 0

COURTS

Tennis Courts - Unlighted (number) _____ 0

Tennis Courts - Lighted (number) _____ 0

Basketball Goals - Unlighted (number) _____ 2

Basketball Goals - Lighted (number) _____ 0

GOLF

Golf Course (number of holes) _____ 0

Miniature Golf/Putt-Putt Courses (number) _____ 0

Golf Driving Ranges (number) _____ 0

SWIMMING

Swimming (number of pools) _____ 0

Swimming (total sq. ft. area of pools) _____ 0

Non-Pool Swimming Areas (number) _____ 0

PLAYGROUNDS

Equipped Playgrounds (number) _____ 1

Equipped Tot Lots (number) _____ 0

TRAILS

Hiking/Nature Trails (number) _____ 0

Hiking/Nature Trails (miles) _____ 0

Hiking/Nature Trails (names) _____

Running/Jogging Trails (number) _____ 0

Running/Jogging Trails (miles) _____ 0

Running/Jogging Trails (names) _____

Exercise Trails/Fitness Course (number) _____ 0

Is there a Running Track at the Site? _____ No

TRAILS (cont'd)

Bicycle Trails (number) _____

Bicycle Trails (miles) _____

Bicycle Trails (names) _____

ORV Trails (number) _____

ORV Trails (miles) _____

ORV Trails (names) _____

Horse Trails (number) _____

Horse Trails (names) _____

Horse Trails (miles) _____

WATER ACCESS

Fishing (surface acres of water) _____

Fishing Piers or Docks (total number) _____

Are there Handicap. Access. Piers/Docks at the Site? _____

Boating (number of launching ramps) _____

Marina (number of slips or stalls) _____

CAMPING

Camping - RV/Trailer Sites (number) _____

Camping - Tent Sites (number) _____

Camping - Cabins/Shelters (number) _____

Camping - Primitive (acres) _____

PICNIC FACILITIES

Picnic Tables (number) _____

Picnic Shelters/Pavilions (number) _____

Are there Handicap. Access. Picnic Facilities at the Site? _____

RANGES

Rifle/Pistol Ranges (number of positions) _____

Skeet/Trap Ranges (number of positions) _____

Archery Ranges (number of positions) _____

OTHER FACILITIES

Is there a Rodeo Arena at the Site? _____

Amphitheater (number) _____

Arboretum (number) _____

Vehicle Parking (number of spaces) _____

Are Handicap. Parking Spaces Available? _____

Are Restroom Facilities Available at the Site? _____

Are the Restroom Facilities Handicap Accessible? _____

Are there Water Fountains Located at this Site? _____

Concession Stands/Snack Bars _____

Is there a Community/Recreation Center on the Site? _____

Comments? _____

12:36:28 PM

DOES LOCALITY HAVE LAND OR. FAC.?

NAME OF PARK\REC SITE Worthington Park

CLOSEST MAJOR HIGHWAY

SITE LOCATION\ADDRESS Located at the corner of Worthington and Missouri Streets

OPER. BODY City

COUNTY Crittenden

CITY West Memphis

OPER. AGENCY City of West Memphis

OWNER City of West Memphis

CONTACT PERSON Scott McKinney-Park and Recreation

LAST INV. DATE 7/93,

PHONE NUMBER 732-7610

US CONGRESS. DIST. 1 - Lambert

STATE SEN. DIST.

STATE REP. DIST.

SIZE OF THE AREA

Recreational Land Area (acres) _____

14

Recreational Water Area (acres) _____

0

PLAYING FIELDS

Baseball/softball fields - unlighted (number) _____

0

Baseball/softball fields - lighted (number) _____

0

Open Play Fields (number) _____

1

Soccer Fields (number) _____

1

COURTS

Tennis Courts - Unlighted (number) _____

0

Tennis Courts - Lighted (number) _____

0

Basketball Goals - Unlighted (number) _____

0

Basketball Goals - Lighted (number) _____

0

GOLF

Golf Course (number of holes) _____

0

Miniature Golf/Putt-Putt Courses (number) _____

0

Golf Driving Ranges (number) _____

0

SWIMMING

Swimming (number of pools) _____

0

Swimming (total sq. ft. area of pools) _____

0

Non-Pool Swimming Areas (number) _____

0

PLAYGROUNDS

Equipped Playgrounds (number) _____

1

Equipped Tot Lots (number) _____

1

TRAILS

Hiking/Nature Trails (number) _____

1

Hiking/Nature Trails (miles) _____

1.4

Hiking/Nature Trails (names) _____

Running/Jogging Trails (number) _____

0

Running/Jogging Trails (miles) _____

0

Running/Jogging Trails (names) _____

Exercise Trails/Fitness Course (number) _____

0

Is there a Running Track at the Site? _____

0

TRAILS (cont'd)

Bicycle Trails (number) _____ 0
Bicycle Trails (miles) _____ 0
Bicycle Trails (names) _____

ORV Trails (number) _____ 0
ORV Trails (miles) _____ 0
ORV Trails (names) _____

Horse Trails (number) _____ 0
Horse Trails (names) _____

Horse Trails (miles) _____ 0

WATER ACCESS

Fishing (surface acres of water) _____ 0
Fishing Piers or Docks (total number) _____ 0
Are there Handicap. Access. Piers/Docks at the Site? _____ No
Boating (number of launching ramps) _____ 0
Marina (number of slips or stalls) _____ 0

CAMPING

Camping - RV/Trailer Sites (number) _____ 0
Camping - Tent Sites (number) _____ 0
Camping - Cabins/Shelters (number) _____ 0
Camping - Primitive (acres) _____ 0

PICNIC FACILITIES

Picnic Tables (number) _____ 10
Picnic Shelters/Pavilions (number) _____ 0
Are there Handicap. Access. Picnic Facilities at the Site? _____ Yes

RANGES

Rifle/Pistol Ranges (number of positions) _____ 0
Skeet/Trap Ranges (number of positions) _____ 0
Archery Ranges (number of positions) _____ 0

OTHER FACILITIES

Is there a Rodeo Arena at the Site? _____ No
Amphitheater (number) _____ 1
Arboretum (number) _____ 0
Vehicle Parking (number of spaces) _____ 40
Are Handicap. Parking Spaces Available? _____ Yes
Are Restroom Facilities Available at the Site? _____ Yes
Are the Restroom Facilities Handicap Accessible? _____ Yes
Are there Water Fountains Located at this Site? _____ Yes
Concession Stands/Snack Bars _____ 0
Is there a Community/Recreation Center on the Site? _____ No

Comments?

12:36:28 PM

DOES LOCALITY HAVE LAND OR. FAC.?
NAME OF PARK/REC SITE Tilden-Rogers Complex
CLOSEST MAJOR HIGHWAY

SITE LOCATION\ADDRESS 826 N. Airport Road

OPER. BODY City

COUNTY Crittenden

CITY West Memphis

OPER. AGENCY City of West Memphis

OWNER City of West Memphis

CONTACT PERSON Scott McKinney-Park and Recreation

LAST INV. DATE 7/93,

PHONE NUMBER 732-7610

US CONGRESS. DIST. 1 - Lambert

STATE SEN. DIST.

STATE REP. DIST.

SIZE OF THE AREA

Recreational Land Area (acres) _____ 88
Recreational Water Area (acres) _____ 11

PLAYING FIELDS

Baseball/softball fields - unlighted (number) _____ 0
Baseball/softball fields - lighted (number) _____ 9
Open Play Fields (number) _____ 0
Soccer Fields (number) _____ 0

COURTS

Tennis Courts - Unlighted (number) _____ 0
Tennis Courts - Lighted (number) _____ 12
Basketball Goals - Unlighted (number) _____ 0
Basketball Goals - Lighted (number) _____ 0

GOLF

Golf Course (number of holes) _____ 0
Miniature Golf/Putt-Putt Courses (number) _____ 0
Golf Driving Ranges (number) _____ 0

SWIMMING

Swimming (number of pools) _____ 0
Swimming (total sq. ft. area of pools) _____ 0
Non-Pool Swimming Areas (number) _____ 0

PLAYGROUNDS

Equipped Playgrounds (number) _____ 1
Equipped Tot Lots (number) _____ 0

TRAILS

Hiking/Nature Trails (number) _____ 0
Hiking/Nature Trails (miles) _____ 0
Hiking/Nature Trails (names) _____
Running/Jogging Trails (number) _____ 0
Running/Jogging Trails (miles) _____ 0
Running/Jogging Trails (names) _____

Exercise Trails/Fitness Course (number) _____ 0
Is there a Running Track at the Site? _____ No

TRAILS (cont'd)

Bicycle Trails (number) _____	0
Bicycle Trails (miles) _____	0
Bicycle Trails (names) _____	
ORV Trails (number) _____	0
ORV Trails (miles) _____	0
ORV Trails (names) _____	
Horse Trails (number) _____	0
Horse Trails (names) _____	
Horse Trails (miles) _____	0

WATER ACCESS

Fishing (surface acres of water) _____	11
Fishing Piers or Docks (total number) _____	1
Are there Handicap. Access. Piers/Docks at the Site? _____	Yes
Boating (number of launching ramps) _____	0
Marina (number of slips or stalls) _____	0

CAMPING

Camping - RV/Trailer Sites (number) _____	0
Camping - Tent Sites (number) _____	0
Camping - Cabins/Shelters (number) _____	0
Camping - Primitive (acres) _____	0

PICNIC FACILITIES

Picnic Tables (number) _____	24
Picnic Shelters/Pavilions (number) _____	1
Are there Handicap. Access. Picnic Facilities at the Site? _____	Yes

RANGES

Rifle/Pistol Ranges (number of positions) _____	0
Skeet/Trap Ranges (number of positions) _____	0
Archery Ranges (number of positions) _____	0

OTHER FACILITIES

Is there a Rodeo Arena at the Site? _____	No
Amphitheater (number) _____	0
Arboretum (number) _____	0
Vehicle Parking (number of spaces) _____	344
Are Handicap. Parking Spaces Available? _____	Yes
Are Restroom Facilities Available at the Site? _____	Yes
Are the Restroom Facilities Handicap Accessible? _____	Yes
Are there Water Fountains Located at this Site? _____	Yes
Concession Stands/Snack Bars _____	2
Is there a Community/Recreation Center on the Site? _____	No

Comments? _____

e/6/96

11:27:25 AM

City of Tehama

Incorporated

March 25, 1996

Post Office Box 70
Tehama, CA 96090

Dames & Moore
One Continental Towers
1701 Golf Road, Suite 1000
Rolling Meadows, Illinois 60008

Dear Ms. Julie Donsky:

The City of Tehama has several concerns on the proposed merger of Southern Pacific and Union Pacific's impact on the environment and quality of life in the City of Tehama. There are several old and historic brick buildings in the city that feel the vibrations of current trainloads and will be affected. Trains in the past few years appear to have increased in weight and speed, as the vibrations of their approach can be felt in homes of longtime residents that compare present to past train effects.

A city well and a two city parks are adjacent to the railroad as it passes through the city. A concern of subsidence at the well due to vibration damage is also a possibility. The city is located on recent alluvium soils which have little or no rock base; they are fluid and are conducive to vibration and consequently are potentially damaging to older buildings, if not newer ones.

Noise is another factor that seems to have increased in decibels from the various trains that come through the city, particularly at night, and from certain trains. We realize that safety regulations probably require the horn sounding at automobile crossings and bridge approaches. Apparently some engineers delight in running their horns from the bridge approach continually to the automobile crossing, or for many more times than what is required for safety. The horns also appear to be louder and of a different quality in the recent years.

The Red Bluff Daily news reported the increase of train traffic would probably be similar to earlier years of 24 trains per day. - Up to some six more trains than present. We can compare this with an environmental report on truck traffic for the automobile bridge that said truck traffic would only be increased minimally in Tehama. It is now a heavily trafficked truck bridge, contrary to what the early environmental study claimed. What assurance can we have that train traffic will not increase significantly and even more, compound the noise and vibration damage to Tehama?

The automobile bridge has also brought an increase of auto and truck traffic through Tehama. The Fifth Street railroad crossing often detains traffic through the intersection creating some traffic problems. Three crossings, Aramayo Way, Proberta, and Gerber Road, often cause auto traffic to wait at crossings three times, creating lines of traffic through Tehama.

Tehama also receives its emergency services of fire, police and medical from outside of

the city. These services must also pass through the mentioned crossings for access to opposite ends of this part of the county by going through Tehama for immediate response.

An increase of train traffic will certainly increase the chances of being detained and to the auto traffic problems.

The railroad bridge pilings have collected debris from brush and trees for at least ten years. Many years ago the Southern Pacific used to periodically, if not annually, clear this debris from their pilings. It has not been done, we are told, because of the impact on the fish habitat, particularly salmon. The collection of this debris does affect the river bank as the current is diverted and it further erodes the banks on each side of the river. Will structural changes to the bridge increase the collection of this debris? Will there be a program for cleaning of this debris that will not affect the fish habitat and still decrease the erosion caused by this debris? Periodic flooding brings down large trees that are caught by the pilings and debris enhances the possibility of catching large trees and damming a portion of the river at this point. Water is often very close to the underside of the bridge and is a potential danger to the bridge, the city and the downstream road bridge.

There is an island south of the two bridges between Tehama and Los Molinos. The railroad tracks run parallel to the river on the Los Molinos side at this point. Train horns can be heard in Tehama as they approach the Aramayo Way road crossing. The island is part of the Nature Conservancy's holdings, and has turkey, deer and other wildlife on it as well as on the adjacent banks. Will the increase of freight train traffic and sound have an effect on this wildlife and cause a migration to the Tehama side of the river.

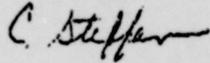
Recent evacuations of towns and other populated areas due to rail accidents are also a cause of concern. The Southern Pacific bridge south of Red Bluff nearly collapsing during wet weather two years ago; the many car derailment also south of Red Bluff and another in Tehama city limits are examples of for our area. Will spills or accidents be addressed and hopefully prevented? What can the railroad do to assure Tehama residents how they and property will be protected? What amount of hazardous material and what types of material are passing through here now and how much and what kind may be increased with changes to the freight carrying you are proposing?

The train accident that occurred partly within the city limits a few years ago caused some disruption and concern of possible hazardous danger potential for city residents. Little or no notification or contact was made by the railroad to assure the residents of what affects the accident may have had for the residents. If for nothing else, contact to reassure the residents that the accident was not a danger threat to the city. Will the merger of these two rail companies and their increase of freight traffic, length and weight produce better personal public relations and information of these hazards, or will it be touch tone numbers on phones to tell residents they are or are not in danger when an accident or spill occurs?

There is little if anything at all to indicate that enlarging the height of the Sacramento bridge, in order to accommodate taller, possibly larger and longer as well as more trains will enhance the once tranquil quality of life in the city of Tehama. In fact it may well be a detriment to

city and the resident. Little is said about upgrading tracks, trains or public relations to assure the once tranquil quality of life we have enjoyed in Tehama.

Sincerely,



Carolyn Steffan, City Clerk

USDA-NRCS 655 Parfet St, Rm E200C, Lakewood CO 80215-5517

Colorado FAX

Date: 4-2-96Number of pages including cover sheet: 2To: Julie DonskyDames & Moore Inc.

Phone: _____

Fax phone: 847-228-1115From: NRCSPhone: (303) 236-Fax phone: (303) 236-2896

REMARKS: Urgent For your review Reply ASAP Please comment

The assumption is made that other Federal agencies e.g. FWS, FS, EPA and others have been contacted regarding potential environmental impacts.

NRCS has primary responsibility for determining impacts on prime or farmland of statewide importance. The agency response was submitted 5 Feb. 96 in this regard - enclosed.

United States
Department of
Agriculture

Natural Resources
Conservation
Service

Soil Survey Office
655 Parfet St., Rm E200C
Lakewood, CO 80215-5517

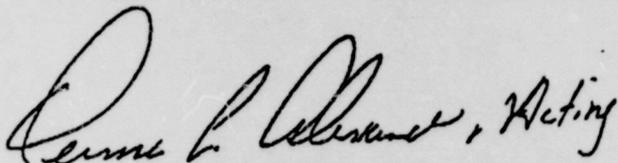
Subject: LU - 310

Date: 2-5-96

To: Elaine K Kaiser
Chief, Section of Environmental Analysis
Surface Transportation Board
Washington, D.C. 20423-0001

File Code: 290-11-11

No apparent impact on prime farmland or farmland of statewide importance would occur as a result of the proposed Control and Merger of the Union and Southern Pacific railroads.



Duane Johnson
State Conservationist

Attachment(s): AD-1006



6/6/96 11:34:19 am

HoustonGalveston Area Council

PO Box 22777 • 3555 Timmons • Houston, Texas 77227-2777 • 713/621-3200

March 21, 1996

Tom Adams
Governor's Office Budget and Planning
P O Box 12428
Austin, Texas 78711

Dear Tom:

Carl Masterson, our Environmental Program Coordinator, has indicated that he has no concerns regarding the addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads (as per attached).

Thank you for keeping us informed.

Sincerely,

Rowena Ballas
Administrative Assistant

rb
attachment

TX-R-95-09-29-0002-50-00



 **DAMES & MOORE**

CONTINENTAL TOWERS, 1700 GULF ROAD, SUITE 1000, HOUSTON, TEXAS 77056
(817) 222-7100 FAX (817) 222-7101

February 26, 1995

Tom Adams
Governor's Office of Budget and Planning
P.O. Box 12428
Austin, TX 78711

RECEIVED

MAR 01 1996

GOVERNOR'S BUDGET OFFICE

Re: TX-R-95-09-29-0002-50-00

Dames & Moore is preparing an addendum to the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show additional construction projects which have been identified within your state.

To prepare our addendum to the Environmental Report, we are requesting that you inform us of any concerns you have and provide information regarding:

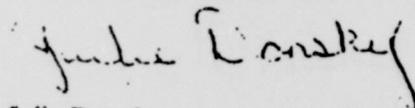
- protected species information (State, Federal) within 5 miles of each site.
- listing of critical habitats within 5 miles of each site.
- locations of parks and refuges in proximity to the proposed projects.
- citations to any permitting/approval authority which you believe your state has over the actions identified.
- any other information you would like to provide regarding environmental matters or local concerns at these sites.

We would appreciate receiving the requested information at your earliest convenience. We would further appreciate it if the information could be supplied in writing or orally to the undersigned at the address and phone/fax numbers on this letterhead.

We very much appreciate your assistance.

Very truly yours,

DAMES & MOORE, INC.



Julie Donsky
Environmental Scientist

RECEIVED

MAR 18 1996

PROGRAM OPERATIONS

STB

FD

32760

4-24-96

K

82752

82752

Item No. _____

Page Count 3
Apr #345

N BOGGS, L.L.P.
3 M STREET, N.W.
TON, D.C. 20037-1350
(202) 457-6000
FACSIMILE: (202) 457-6315



April 11, 1996

Hon. Vernon A. Williams, Secretary
Surface Transportation Board
Room 2215
1201 Constitution Avenue, N.W.
Washington, DC 20423

Re: UP/SP Merger Proceeding (Finance Docket No. 32760)

Dear Mr. Williams:

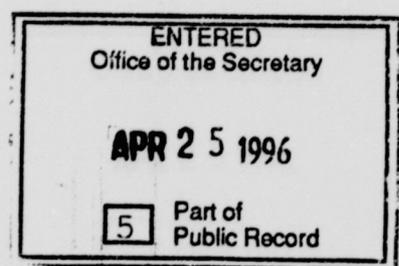
Yesterday a messenger hand-delivered to the Board twenty copies of the Chemical Manufacturers Association Response to Applicant's Fifth Set of Interrogatories and Requests for Production of Documents (CMA-9).

The messenger erroneously returned to us the original of that document. It is enclosed herewith, together with a 3.5" disk containing the text of the pleading in Work Perfect 5.1

Sincerely,

Scott N. Stone

Counsel for Chemical Manufacturers
Association



/dls

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 32760

UNION PACIFIC CORPORATION, UNION PACIFIC RAILROAD COMPANY
AND MISSOURI PACIFIC RAILROAD COMPANY

-- CONTROL AND MERGER --

SOUTHERN PACIFIC RAIL CORPORATION, SOUTHERN PACIFIC
TRANSPORTATION COMPANY, ST. LOUIS SOUTHWESTERN RAILROAD
COMPANY, SPCSL CORPORATION AND THE DENVER AND
RIO GRANDE WESTERN RAILROAD COMPANY

CHEMICAL MANUFACTURERS ASSOCIATION'S
RESPONSE TO APPLICANTS' FIFTH SET OF
INTERROGATORIES AND REQUESTS FOR PRODUCTION OF DOCUMENTS

The Chemical Manufacturers Association ("CMA") submits the following response to the
Fifth discovery requests served by Applicants on April 8, 1996.

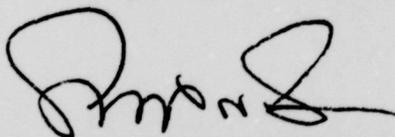
Interrogatory No. 1: Do you have any information about any offers made by or on behalf of any party to this proceeding opposing the UP/SP merger, or anyone affiliated with such party, to provide funds or other consideration to another such party to help finance its opposition efforts, and, if so, state that information and identify (and produce) any documents referring or relating to such offers. [You may exclude offers made to an association party by its members, or offers to finance work which was proffered to the Board as being jointly sponsored by the parties involved in the offer.]

Response:

CMA has no such information.



Respectfully submitted,



David F. Zoll, Vice President
and General Counsel
Thomas E. Schick,
Assistant General Counsel
Chemical Manufacturers Association
Commonwealth Tower
1300 Wilson Boulevard
Arlington, VA 22209
(703) 741-5172

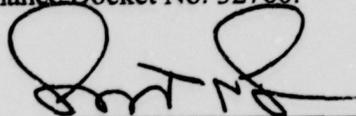
Scott N. Stone
Patton Boggs, L.L.P.
2550 M Street, N.W.
Washington, DC 20037
(202) 457-6335

Outside counsel for Chemical
Manufacturers Association

Inside counsel for Chemical
Manufacturers Association

CERTIFICATE OF SERVICE

I hereby certify that copies of Chemical Manufacturers Association's Response to Applicants' Fifth Set of Interrogatories and Requests for Production of Documents have been served this 15th day of April, 1996, by hand to Washington counsel for Applicants and BNSF, by overnight courier to inside counsel for Applicants, and by first-class mail, postage prepaid on all persons on the Restricted Service List in Finance Docket No. 32760.



Scott N. Stone
Patton Boggs, L.L.P.
2550 M Street, N.W.
Washington, DC 20037
(202) 457-6335